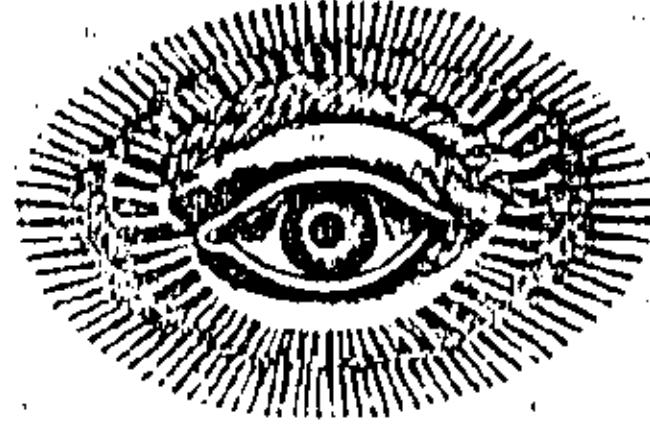


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HONGKONG LONDON SHANGHAI.

The Hongkong Telegraph

FOUNDED 1861

六月四日英港香 號

SATURDAY, APRIL 16, 1927. 五月三

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REPLIES TO NANKING NOTES.

CANTONESE DO NOT ADMIT RESPONSIBILITY.

A COMMISSION OF ENQUIRY PROPOSED.

MORE U. S. DESTROYERS.

The Nationalists' Replies to the Notes of the Powers regarding the Nanking outrages have been received by the Consuls in Hankow from Mr. Eugene Chen, and the chief point is a proposal that an International Commission be appointed to investigate the incident. There is no admission of responsibility.

The Replies make further reference to "unequal treaties" and declare that until these are revised such incidents as occurred at Nanking will be likely. It is proposed that a Commission be set up to revise them.

The Soviet declares that Marshal Chiang Kai-shek is a traitor to the Chinese revolution and suggests that he is in league with the "imperialists." The possibility of his forming an alliance with Marshal Chang Tso-lin is mentioned.

The United States Government is sending four more destroyers to Shanghai.

Hankow, April 14. Aed a private of the Welch Regi— The Consuls of the five Powers met suffering from pneumonia, concerned in the Nanking Note, and then proceeded to China.— (Britain, America, France, Japan, and Italy) have received replies to the Note from Mr. Eugene Chen.

The chief point in the replies is the proposal for an International Commission to investigate the "incident."

The replies to Britain and America speak of "the bombardment of defenceless Nanking" and the replies to Britain and France mention the "bombardment of defenceless Shamen," this apparently referring to the shootings of June, 1925.

In all other respects the replies are identical, and they remark that such incidents as Nanking will occur so long as unequal treaties exist, and propose a Commission to revise them.

The replies do not admit responsibility for the Nanking affair.—Reuter.

MOSCOW DENOUNCES CHIANG.

Traitor To Chinese Revolution

London, April 15. Bolshevik indignation at Marshal Chiang Kai-shek's anti-Communist activities is exemplified in a manifesto by the Communist International, transmitted from Moscow, declaring that Chiang Kai-shek is a traitor to the Chinese revolution and an ally of the imperialists, also an enemy of the labour movement and the Communist International. It says that capitalist forces are uniting against the Chinese revolution and calls upon the toilers of the world and the oppressed peoples to protest against the preparations for a new world war, and demand the withdrawal of the troops from China, and in every way prevent the transport of arms and troops.

The *Pravda* compares Chiang Kai-shek with Cavignac, who crushed the revolution in France in 1848, and speaks of the possibility of Chiang coming to a peaceful understanding with Marshal Chang Tso-lin. The paper says the masses have accepted his challenge, and the Chinese Communist party will rally more closely to the revolutionary Kuomintang, and will more energetically assemble new forces with which to proceed to final victory.—Reuter.

U. S. DESTROYERS SENT.

Four Ordered To Shanghai.

Shanghai, April 15. The United States destroyers Simpson and McCormick have been ordered to Shanghai.

The Black Hawk and Macleish are leaving as soon as necessary and repairs have been completed, and will probably leave for Shanghai within two days.—Reuter.

TROOPSHIP FOR CHINA.

Calls at Gib. To Land SICK Soldier.

Gibraltar, April 15. The troopship Derbyshire, with the Second Scots Guards and Second Welch Regiment on board, made her this morning and land-

SERIOUS MOTORING ACCIDENT.

ENGLISH LADY BADLY HURT.

CAR OVER EMBANKMENT.

A serious motor accident occurred in the New Territories yesterday, resulting in severe injuries to an English lady.

It appears that a motor car in which were six people including Mr. and Mrs. A. T. Bates of the Naval Yard, three children and another gentleman, was proceeding towards Castle Peak when a dog ran across the road.

The driver swerved to avoid running over the dog and the car slid down the embankment at the side of the road. It then turned over on its side, inflicting bruises and scratches on all the occupants.

Mrs. Bates was most seriously injured and a telephone message was sent to Kowloon for an ambulance. When this arrived Mrs. Bates was taken to Kowloon Hospital, but at the present time her actual injuries are not known.

The other passengers in the car were not badly hurt. They had, however, remarkable escapes. Fortunately, the embankment was not a deep one, and the car slipped down only a few feet.

SOVIET ATHEISTS ACTIVE.

ANTI-RELIGIOUS EASTER CAMPAIGN.

Riga, April 15. The Bezbozhnik, otherwise the "Godless Union," is celebrating Easter by launching an anti-religious campaign, which the Moscow trades' unions are seconding by instructing the various guilds and unions actively to assist the atheists.

The Council of Trades' Unions has also instructed the unions to afford the necessary financial help and provide the workers' club premises for anti-religious performances.—Reuter.

NAVAL LIMITATION.

U. S., BRITAIN AND JAPAN FIX A DATE.

Washington, April 15.

As a result of exchanges with the Governments of Britain and Japan, the date of the meeting of the three-Power naval limitation conference has been provisionally fixed at June 12.—Reuter's American Service.

SOUTH AMERICAN QUAKE.

MANY CASUALTIES REPORTED.

Buenos Aires, April 14. An earthquake occurred at 2.30 this morning in Chile and Argentina. A number of houses were demolished in the town of Mendoza, where two persons were killed and 50 injured. The shock was felt at Buenos Aires and other towns, but there were no casualties in these cases.

Thirty-six foreign men-of-war are now at Hankow, being 11 British, 13 Japanese, three French, seven American and two Italian.—Reuter.

MOVING TO NANKING.

Nationalists Give Reason.

Hankow, April 11. Rear Admiral Cameron has offered the Japanese Senior Naval Officer full British naval support for the defence of the Japanese Concession, and also assistance, if necessary, in provisioning the Concession and naval squadron if difficulties are encountered in securing supplies.

Thirty-six foreign men-of-war have accepted his challenge, and the Chinese Communist party will rally more closely to the revolutionary Kuomintang, and will more energetically assemble new forces with which to proceed to final victory.—Reuter.

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CANTON ANTI-RED COUP D'ETAT.

LI CHAI-SUM ORDERS ROUND UP.

HUNDRED KILLED IN FIERCE STREET FIGHTING.

MODERATES ON TOP.

Canton, April 15.

The Moderates effected a coup d'etat to-day, in rounding up the Communists by taking similar measures to those taken by Marshal Chiang Kai-shek in Shanghai. A fierce resistance was put up by the "Reds" and armed labour pickets who were attacked by troops under Government orders.

The headquarters of the Hongkong Strike Committee were the centre of the disturbance. It was taken by storm by the troops and many rifles and much ammunition were found inside.

In the course of the fight, over 100 Communists were killed as also were many troops. Both sides suffered severe casualties, many hundreds being wounded.

The vicinity of Shamen was heavily guarded by General Li Chai-sum's troops and the precautions taken for the safety of foreigners were most elaborate. The authorities now appear to have the situation well in hand and the city is now quiet.—Naval Wireless.

Drastic Action.

Canton April 16.

Marshal Chiang Kai-shek, through his loyal subordinates in Canton, has at last taken drastic action in routing the "Reds," as has already been done in Shanghai, Nanking, Hangchow, and other territories under the Marshal's control.

Having heard that the "Reds" in Canton, with support from the "Red" peasants' corps in the out-districts, planned a general uprising in Canton with the ultimate aim to overthrow the Government.

General Li Chai-sum hurried back to Canton, and was just in time to direct the campaign against the "Reds," who are reported to have planned the uprising for to-day during the general anti-imperialist demonstration.

Troops Mobilised.

At one o'clock yesterday morning, General Li Chai-sum, as acting Commander-in-Chief of the Army Headquarters in Canton, gave orders to the Garrison Headquarters, the Police Department and the military commands in the city, for a raid on all the Communist dens, and the arrest of all the "Red" agitators.

The ten or fifteen thousand loyal troops which have been withdrawn to Canton from the out-districts were mobilised.

The naval force was also mobilised, and by two o'clock all was ready.

General Chien Ta-chun was appointed Martial Law Commander of Canton, and was told to direct all anti-Red activities.

Union Headquarters Raided.

About 2.30, troops were sent out from the Martial Law Headquarters to raid the Hongkong-Shamen Strike Committee, the Workers' Congress, and the All-China Labour Union, (all in Tung Yuan), the Railwaymen's Union, and other Communist headquarters.

At the same time, troops were sent to disarm the Hongkong-Shamen strike pickets, the pickets of the Railwaymen's Union in Wongnha, the Preventive Corps of the Ministry of Finance (which were recruited from the strike pickets), and the Whampao cadets, who have been ordered to concentrate in the Yintong Barracks.

The Sun Yat-sen University was also raided by the Police.

The Police Department also sent a large force to close the two leading Kuomintang newspapers.

A list of 400 "Red" leaders, who were particularly wanted by the authorities, was drawn up, it was ordered that they be arrested.

Over 100 Killed and Injured.

Mendoza, April 15.

At least 16 people were killed and 50 injured in the earthquake mentioned yesterday, which lasted 20 seconds.

Resistance Offered.

Reports from the interior of the province of Mendoza indicate that the casualties are likely to total 100.

Fourteen houses at Mendoza collapsed. The church of San Nicholás was wrecked.—Reuter's American Service.

Stabbed By An ASSASSIN.

Warsaw, April 14.

Cyzański, the Mayor of Lodz, has been assassinated. He was attacked and killed with a knife thrust, just before leaving his house.

MAYOR OF LODZ KILLED.

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VIOLENT GALES OFF SPAIN.

HUNDREDS OF SMALL CRAFT WRECKED.

GALLANT RESCUE AT SEA.

Madrid, April 14.

There have been violent gales on the coasts of North Africa and Spain.

Many vessels, including hundreds of fishing craft, have been wrecked, and numerous lives have been lost. Business is at a standstill at Melilla. A cyclone at Malaga destroyed many houses.

British Warship to the Rescue.

A British destroyer from Gibraltar, in response to an S.O.S. call, rescued in the midst of a tempest the crew of thirty from the steamer Collingdale, aground off Melilla.—Reuter.

Damage in Algeria.

Paris, April 14.

Great damage has been suffered at Oran, in Algeria, where many ships broke away from their moorings, trees were torn up, roofs were blown off, and the crops were ruined.

That King Ferdinand still re-

mains alive must be due to the fact that he is not well enough to see his picture in some of our news-papers.

THE STRANDED TJILEBOET.

Bottomley is to run a paper called "The Other Side" on leaving prison. It will be filled with inside information.

BAD WEATHER DELAYS SALVAGE.

Enquiries made this morning reveal the fact that the Dutch steamer Tjileboet, belonging to the Java, China, Japan line, which went ashore on the North East point of Ling Yang island, about fifteen miles South of Hongkong on the night of April 5th, is still aground.

The shock of the grounding caused several holds to spring leaks. Temporary repairs were effected, and it was thought likely that she could have been re-floated with safety yesterday, but another spell of rough weather intervened, and the hull was still further damaged on the rocks. This will require more repair work and calmer weather before she can be re-floated.

JUNK BLAZE.

Early yesterday morning, a sailing junk carrying a cargo of crackers, joss sticks and cotton waste caught fire near the Macau wharf. The Fire Station received a call at 5.10 a.m., and the fire-float, in charge of Mr. G. E. Moss, Acting Supt., was despatched to the scene.

When the float arrived the junk was blazing from bow to stern, and had drifted out into the fairway. After half an hour's action with two deck monitors and two lengths of hose the fire was quelled, and as there was a likelihood of her sinking in the fairway the float towed her to Tai Kok Tsui. On arrival there flames again appeared but were soon extinguished. The junk is practically submerged but she has not sunk.

EXCITEMENT IN HARBOUR.

According to a Geneva cable on Wednesday, the Chinese Minister to Rome has very little to do.

The Scotland Maru ran ashore but nobody was killed.

Her name is sufficient to indicate that she did not long remain on the rocks.

The week's news item, *vide* the S. C. M. Post "Princess Alice" Crocker-Galtzine McWhirter said if he'd read it on the menu he wouldn't have known the difference.

The police are looking for a Chinese shroff about five feet two inches tall and about \$4,000 short.

The under dog in China must not be confused with the Pekinese.

The open door in China is handi-

est just now—to get out, provided

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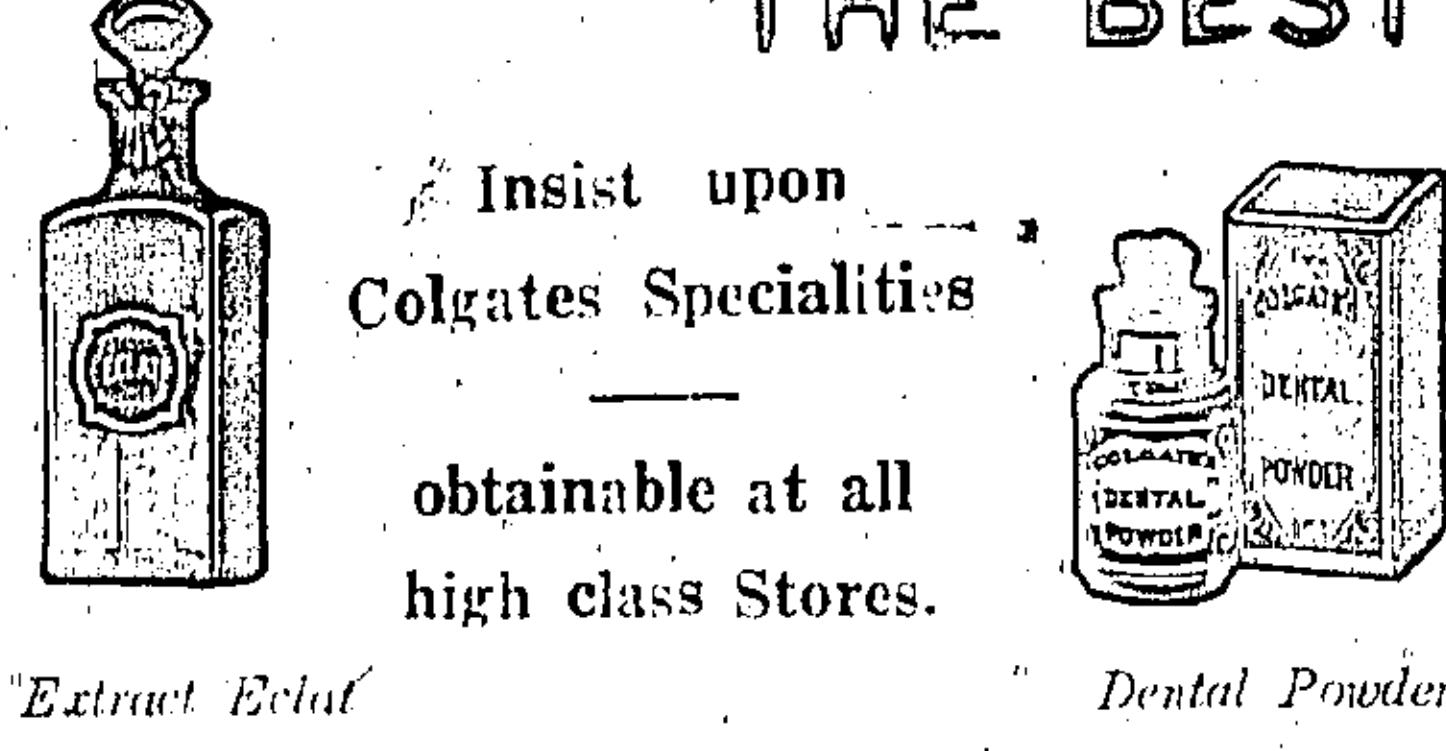
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Emulsion which
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CHINA CRISIS.

EARLIER TELEGRAMS.

London, April 14. In the House of Commons, replying to Miss Lawrence, Sir Lamont Worthington-Evans said that British troops were not employed to picket the Soviet Consulate in Shanghai and search all entering and leaving. He asked notice for the question as to whether there had been any consultation between the Chief of Police and the General in Command as he was unable to answer it without communicating with Shanghai.

Mr. Herbert Williams suggested that in view of the public importance of its contents, the memorandum on labour conditions in China just published officially, should be issued at the price of one penny. Mr. Locker Lampson promised to consider the matter.—Reuter.

Gratitude To Britain.

Paris, April 14. Britain's action in sending troops to Shunghai is praised by the *Echo de Paris* which says that it encouraged the foes of Communism in China to rally and turn on their enemies.

There are still many rocks ahead, but if the foreign settlements survive in China it will be Downing Street that they'll be grateful to.

French Policy.

London, April 14. The *Manchester Guardian*'s Paris correspondent describes France's policy in China as following the lead of Japan. It says that France believes Japan ultimately will be omnipotent in the Far East and France like Japan is reluctant to be embroiled unnecessarily with the Soviet.

NEW HOTEL.

SOME PARTICULARS OF THE BUILDING.

The Tung Shan Hotel situate at Nos. 37, 38 and 39, Connaught Road West, is now complete and will be open to the public on April 17. The Hotel has been designed and erected under the supervision of the well known firm of architects, Messrs. Palmer and Turner. Mr. W. A. Cornell, L. R. I. B. A., P. A. S. I., being in charge of the work. The building is constructed throughout of reinforced cement concrete and from the pavement level to the roof is 100 feet high, divided into eight storeys.

The ground floor contains the entrance hall and lounge with office for reception clerk. An electric passenger lift serves all floors and the roof garden. There is also a large restaurant with the usual kitchens etc., at back, where choice Chinese and European meals are prepared by first-class chefs.

The mezzanine floor contains a barber's shop, manager's office, and private dining room.

The six upper floors each contain 10 bedrooms, and each bedroom is fitted with a wash-hand basin with hot and cold water laid on. All the rooms are furnished with the best blackwood furniture. Bath rooms are provided with European bathtubs, hot and cold water, and flush system throughout.

The building was erected by the Hongkong Excavation, Pile Driving and Construction Co., Ltd.

The sanitary fittings, plumbing, hot and cold water installations have been carried out by Messrs. Lee Kee under the supervision of Mr. Lee Iu-cheung.

This firm also laid the terrazzo flooring on all upper floors, and the mosaic paving on the ground floor.

The electric passenger lift has been supplied by Messrs. Waygood Otis, Ltd., and installed by Messrs. Dodwell and Co., Ltd. The steel casements have been supplied by

DESERTION PROVED.

HUSBAND ORDERED TO PAY.

The case in which a Chinese clerk in the employ of Messrs. David Sassoon and Co. appeared as defendant in a charge of desertion brought against him by his wife, concluded yesterday, at the Central Magistracy.

Mr. R. E. Lindsell, at the outset informed Mr. Leo d'Almada e Castro, who appeared for the defendant, that he ruled against him on the point raised by him last week as regards the time limit in which a complaint could be made to the Court. His Worship explained that the offence was a continuous offence.

Mr. d'Almada urged that when the wife left the Colony to return to her father there was nothing the husband could do. Mr. d'Almada added, "I think, that the point your Worship has decided does not apply, since the wife left the Colony."

Mr. E. S. C. Brooks, for the complainant, asked the Magistrate to award more than \$20 a month. He enumerated the wife's expenses, which he said at the lowest could not be under \$27 a month. He added, "I understand at one time during the proceedings in the S. C. A., the defendant agreed to pay \$25 a month."

His Worship said that if the complainant went to live in the country it would not cost, according to Mr. R. A. C. North, more than \$15 a month.

Mr. Brooks said that his client was not bound to return to her father, but His Worship intimated that if it was cheaper she should.

Order Made.

Mr. Brooks applied on behalf of the wife for the custody of the child and for maintenance.

Mr. Lindsell: I order that the complainant shall have custody of the child, defendant to pay the complainant the sum of five dollars weekly as maintenance.

Mr. d'Almada: Could you not make it \$20 a month?

Mr. Lindsell: Five dollars a week, is a little more than \$20 a month.

Mr. d'Almada: Excepting in the month of February. (Laughter).

Mr. Lindsell: Not if it is a leap year.

After a little consideration, Mr. Lindsell ordered that the payment of the maintenance be made every four weeks. The defendant was also ordered to pay \$50 of the complainant's costs.

PAYMENT IN INGOTS.

£18,000,000 TO BE PAID TO FRANCE.

Paris, April 14.

The £18,000,000 gold which the Bank of England is to restore to the Bank of France will be handed over in gold ingots. The Bank of France will make whatever use it thinks fit of this gold.

Either the gold will be brought back to Paris and lodged in the Bank's safes or it will be deposited with accruing interest in the Bank of London, in New York, Amsterdam or elsewhere, or sold in exchange for dollars or other appreciated currencies.—*Haras*.

Messrs. Henry Hope and Sons Ltd., through their local agent, Messrs. Dodwell and Co., Ltd.

A fire hydrant has been installed on each floor, the work being carried out by The Jardine Engineering Corporation, Ltd., Messrs. Merryweather's materials being used throughout.

The roof is covered with rubber roofing, laid by the United Asbestos Oriental Agency Ltd. The electric lighting installation has been carried out by The Kai Ming Company. Simplex Plaster partitions have been used for all internal walls. Yale locks are fitted to all doors.

Facing the harbour, the building commands a very good view.

EARTHQUAKE.

CHILEAN SHOCK.

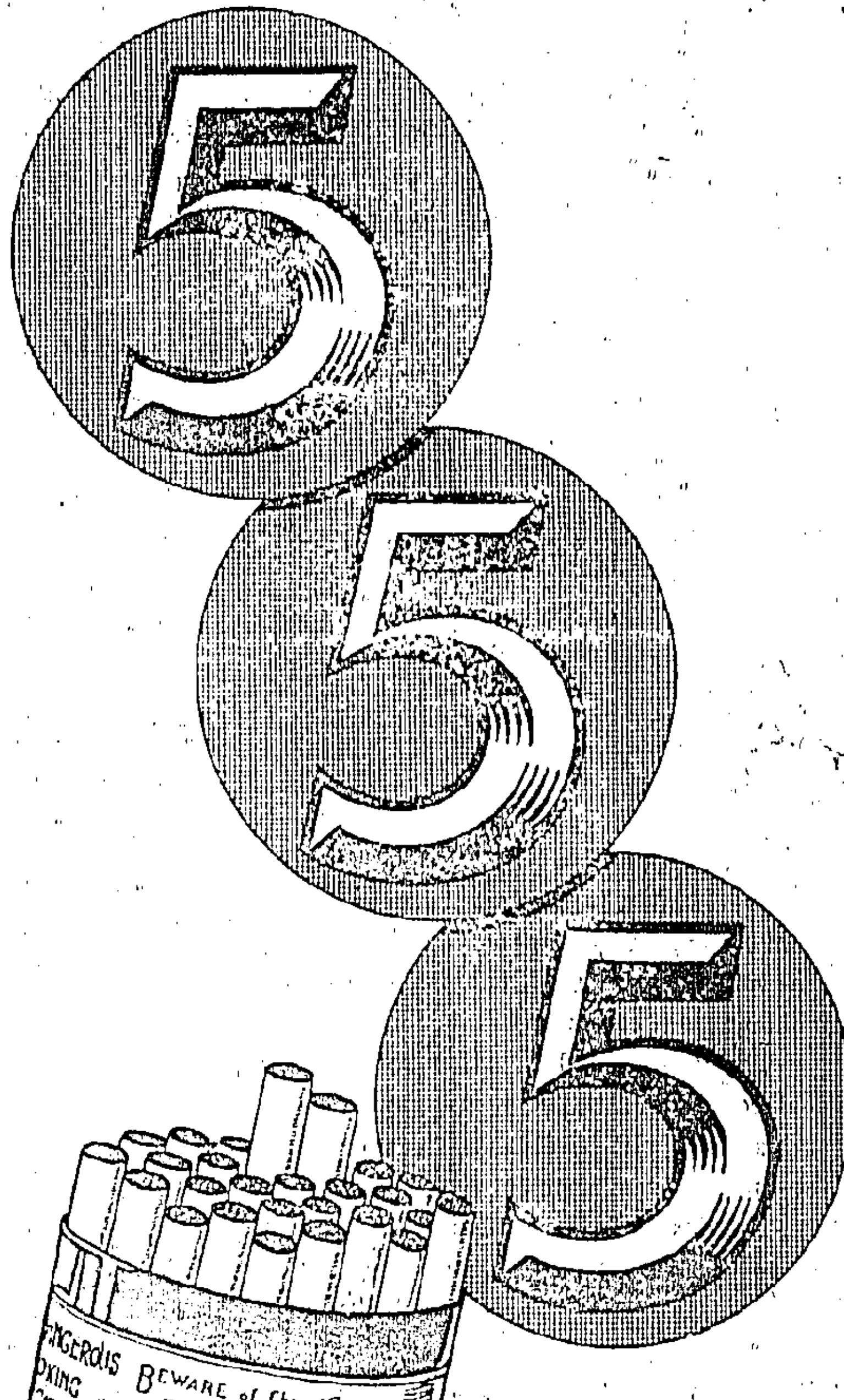
Santiago de Chile, April 14. In an earthquake shock this morning several buildings partially collapsed.—*Reuter's American Service*.

THE GREEK DEBT.

PAYMENT OVER PERIOD OF 62 YEARS.

London, April 14. The Anglo-Greek debt agreement provides that Greece in respect of the debt of £21,441,000 will pay £6,950,000 payment to be spread over sixty-two years, starting at £50,000 a year and gradually rising to £400,000.—*Reuter*.

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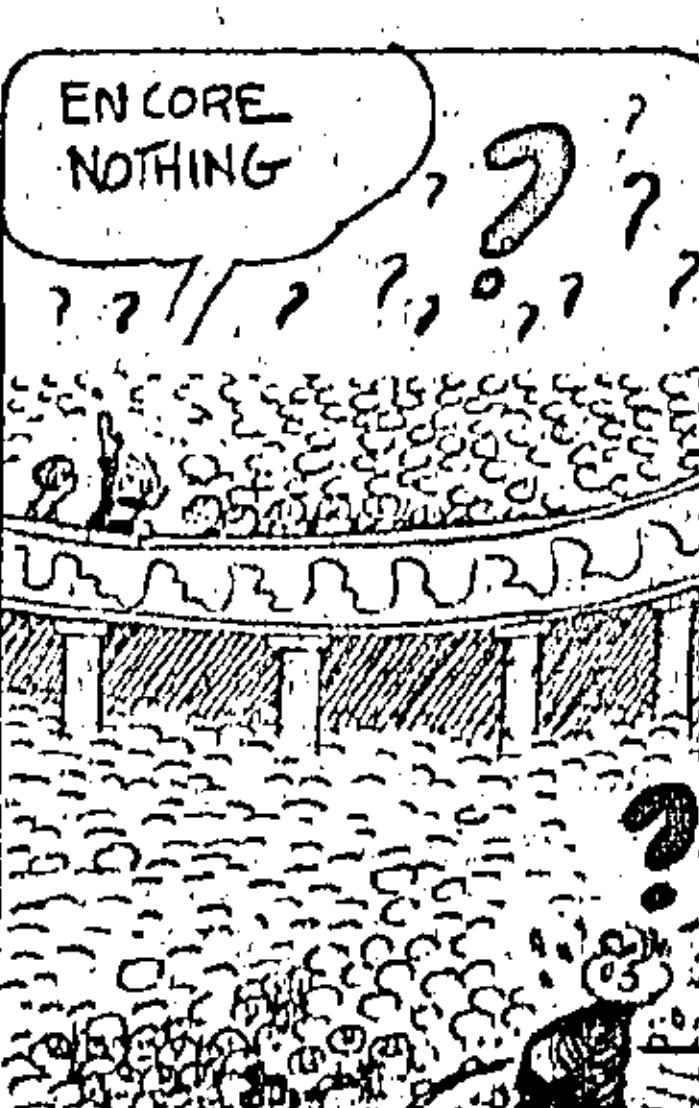
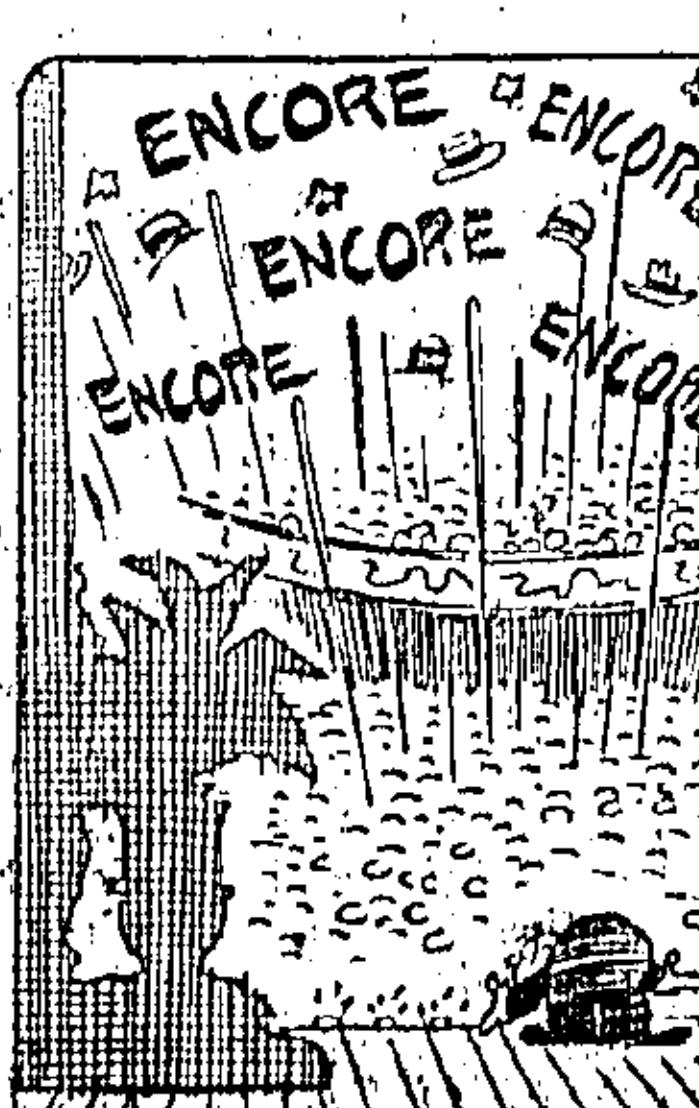
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SOLE AGENTS

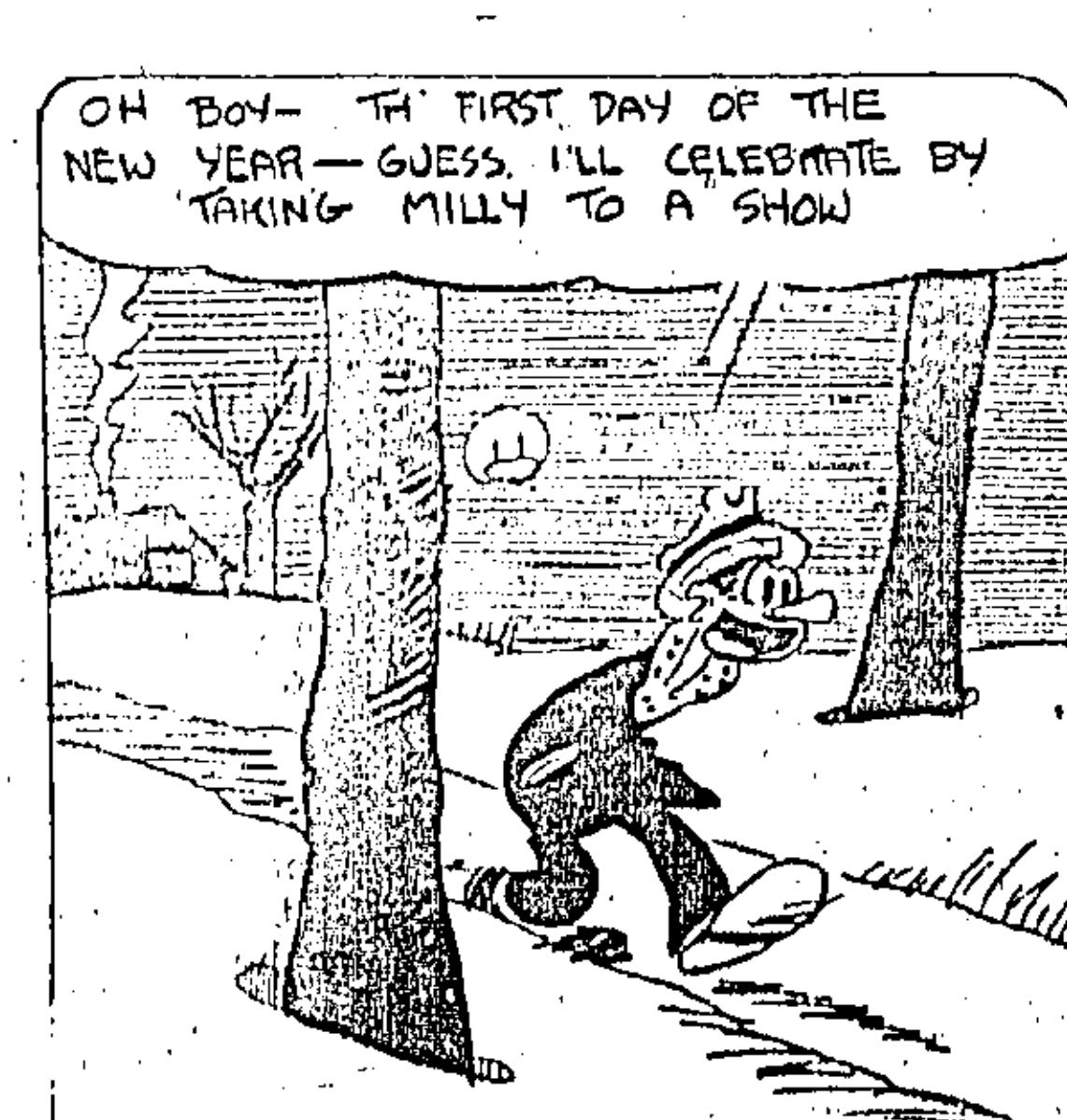
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One of the effective groupings of the chorus in the Hongkong Philharmonic Society's presentation of "H.M.S. Pinafore" which took place last week at the Theatre Royal. (Photo: Ming Yuen.)



This shows everybody happy at the finale of "H.M.S. Pinafore" which was so well put on by the Philharmonic Society. (Photo: Ming Yuen.)



The Concert Party of H. M. S. Despatch recently presented "Molly Kennedy" and the above picture shows the staff and cast of the concert. (Photo: A. Hing.)



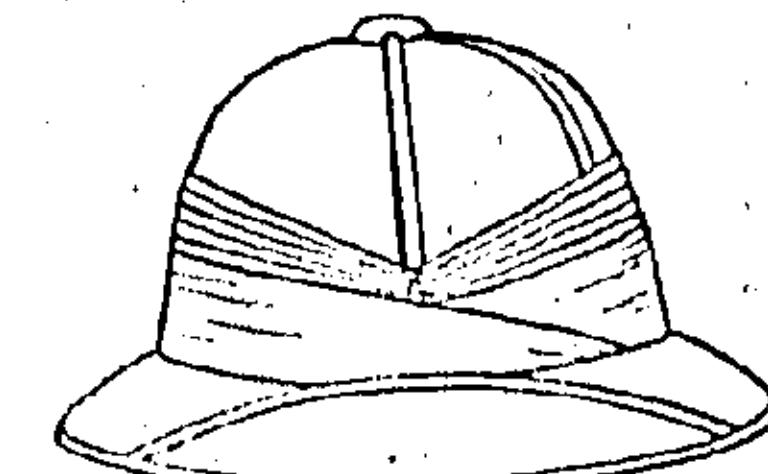
The annual sports of the Sacred Heart College took place on Sunday last, and the above pictures show the boys' sack race and a race for Boy Scouts in progress. (Photo: Mee Cheung.)



Scene at the prize distribution at the annual sports of the Sacred Heart College, when the Hon. Mr. R. H. Kotewall distributed the awards. (Photo: Mee Cheung.)

(All photo engravings on this page by "South China Morning Post".)

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TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

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TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floors; Nos. 16, 17 & 18, First Floor; No. 13, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Furnished flat on Peak to let: two bedrooms with bath-rooms, two reception rooms and enclosed Verandah. Modern Sanitation. Immediate Possession. Apply Box No. 207, care of "Hongkong Telegraph."

TO BE LET furnished, or sold— from 1st June, 1927, Forebank West, Magazine Gap. Six rooms, 4 Bathrooms. Modern Sanitation, Private Garage. Suitable for two couples or four bachelors. Apply F. M. Crawford, care of Lane, Crawford, Ltd.

TO LET.—ONE EUROPEAN HOUSE, 25, Babbington Path, containing about 10 rooms, with verandahs, besides bathrooms, kitchens and servants' quarters. Quiet locality. Immediate occupation. Moderate rental. Apply 27, Babbington Path or Tel. C.4515.

NEW ADVERTISEMENTS.

GREAT METHODIST RALLY.
at the
WESLEYAN METHODIST
CHURCH, WANCHAI.
on
Wednesday, 20th April, 1927.
Reception and Tea 6 p.m.
Public Meeting 7 p.m.

**HONG KONG TELEPHONE
COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN that the Second Ordinary Yearly Meeting of HONG KONG TELEPHONE COMPANY LIMITED, will be held on Saturday, the 23rd day of April, 1927, at the Board Room of the Company, Second Floor, Exchange Building, HONG KONG, at 11 a.m., in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors, for the financial year ended 31st December, 1926, confirming the appointment of two Directors and re-electing two Directors and the Auditors.

The Transfer Books of the Company will be closed from the 16th April to the 23rd April, 1927, both days inclusive.

Dated this 7th day of April, 1927.

By Order,
of the Board,

R. GUY WILKERSON,
Secretary.
14, Des Voeux Road Central,
Hongkong.

HONGKONG JOCKEY CLUB.

The Second Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 16th April, and Monday, 18th April, 1927, commencing at 2.30 p.m. on both days. The first bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1. per day for all persons including Ladies, Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5. each per day up to Thursday 14th April, 1927.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

**HONGKONG BOXING
ASSOCIATION.**

**SEVENTH TOURNAMENT OF
THE SEASON.**

Saturday, 16th April,
at 9.15 p.m.
at the
THEATRE ROYAL.

MAIN EVENTS.
Welterweight Championship of the Colony

15 Round Contest.
Stoker Norman Morris,
H.M.S. "Hermes"

A. B. Bennett,
H.M.S. "Witherington."
and

10 Round Contest.
A. B. Ewin,
H.M.S. "Hermes"

Stoker Evans,
H.M.S. "Enterprise."
Welterweight & Middleweight
Champion of India.
and

four other contests.

BOOKING AT MOUTRIES.
Members—13th April.
General Public—14th and 16th April.

USUAL PRICES.

GOLF



The success of any game depends on how much knowledge you possess of that game.

W. C. LYLE
For appointment Ring C. 4567.
Lane, Crawford, Ltd.
Sports Department.
or Telephone C. 78 or 518.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY,
the 20th April, 1927,
commencing at 11 a.m.

at No. 30, Ashley Road, Kowloon.
A Quantity of Valuable Household Furniture.

(Particulars from Catalogue.)

On View from Tuesday, the 19th April, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,
the 21st April, 1927,
commencing at 2.45 p.m.
at No. 10, Knutsford Terrace,
Kowloon.

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue.)

On View from Noon Wednesday, the 20th April, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,
the 21st April, 1927,
commencing at 11 a.m.
at their Sales Room, Duddell Street.

14 Cases Knitting Machines.
7 Cases Odol.
9 Contessa Nett Camera.
and

A Quantity of Miscellaneous Goods.
also

(for account of the concerned.)
One 24 Roller Raising Machine.
(Packed in 8 cases and stored at present at the Hongkong Kowloon Wharf & Godown Co., Ltd., Kowloon. Further Particulars and Inspection Orders from the Under-signed.)

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on FRIDAY,
the 22nd April, 1927,
commencing at 11 a.m.
at their Sales Room, Duddell Street.

A Large Consignment of Ladies' Novelties.

Comprising of the Latest Parisian, and Continental Dresses, Robes, Scarves, Socks, Stockings, Boots and Shoes.

also

Mandarin Coats and Embroidery.
and

A Quantity of Imitation Pearl and Fancy Glass Reads Necklace.
On View from Thursday, the 21st April, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

THE CHINA CRISIS

DURING THE PRESENT CRISIS, MANY LOCAL RESIDENTS HAVE INSTRUCTED US TO MAIL A DAILY COPY OF "THE HONGKONG TELEGRAPH" TO FRIENDS DAY BY DAY, SEND US INSTRUCTIONS AND WE WILL DO THE REST.

IF YOU WOULD LIKE YOUR FRIENDS TO RECEIVE AUTHENTIC ACCOUNTS OF EVENTS DAY BY DAY, SEND US INSTRUCTIONS AND WE WILL DO THE REST.

Rates—

British Empire..... \$3.60
per month.

Foreign Countries.... \$4.20
per month.

REMINDER

ENJOY YOUR WEEK-END

AT CAFE RESTAURANT PARISIEN

DANCING

SPECIAL MENUS AT NO INCREASE

BEST OF VIANDS

BEST OF WINES

PLEASANT MUSIC

and a

BUMPER-FULL OF PLEASURE
AT REASONABLE COST

Similar Advantages Every Day

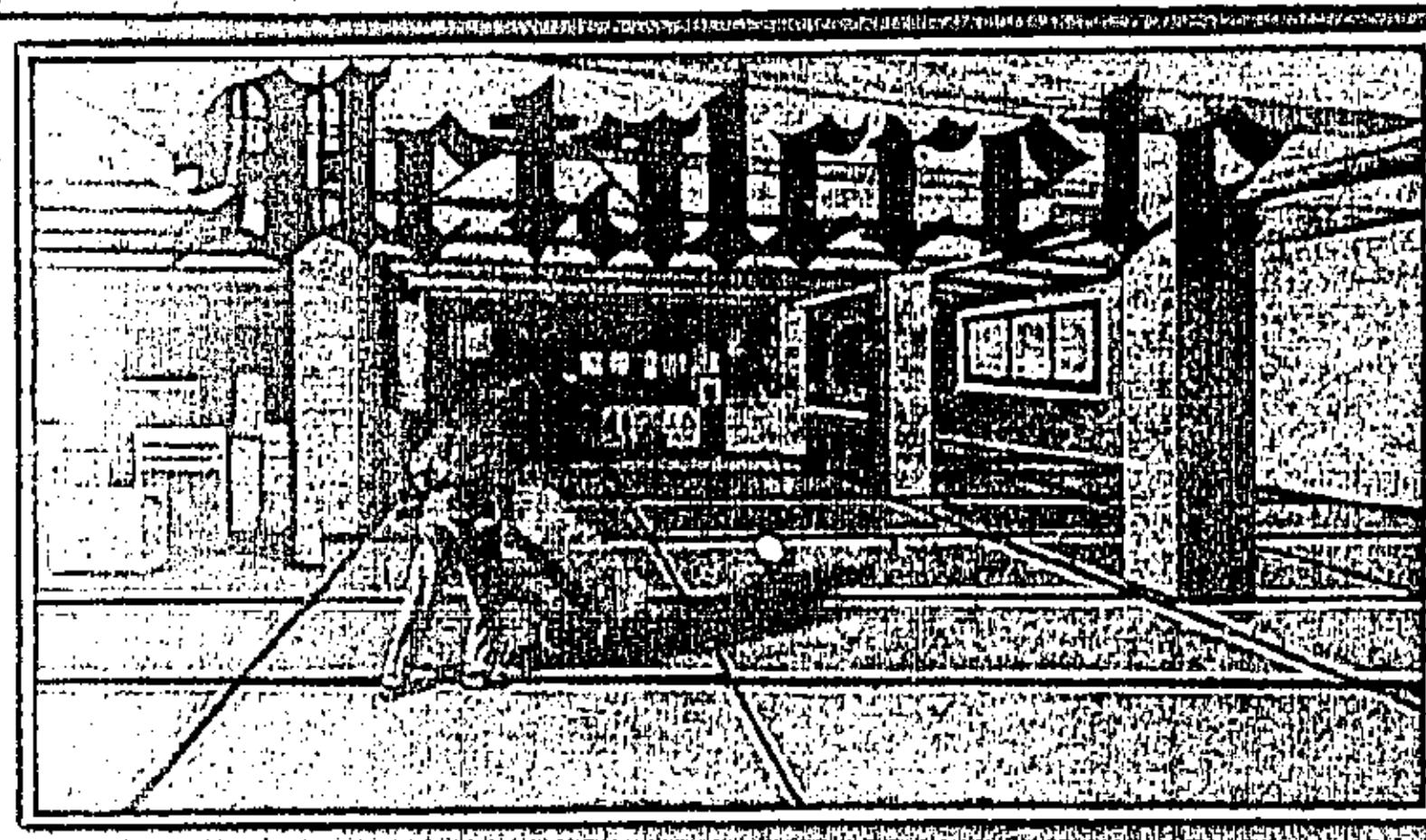
Meals and Refreshments Service From 8 a.m. to 12 midnight.

CONCRETE FLOORS

made

WEARPROOF-DUSTPROOF-WATERPROOF

with



A Guaranteed Concrete Hardener.

If you are interested in results let us tell you more about it.

Fresh Stocks Just Arrived.

SHEWAN, TOMES & CO.

Sole Agents.

HAWAII A DELIGHTFUL CHANGE
EN ROUTE TO AMERICA

Tall, lazy palms swaying in the fruits and vegetables, many of perfumed purple of the night; them individual to the islands, entrancing music of the southern help to satisfy your newly found seas borne to you on the breezes; appetite.

myriads of tropical blossoms. Much that your heart desires outdoor sports all the year; you'll find in this island chain of carefree shouts of native boys, their enchantment, an ideal playground before the racing waves; golf on a dozen green courses; moonlight swimming; motoring to out-of-the-way places; tennis, deep-sea fishing; volcanic wonders.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!



Newest Modes

LADIES' STRAW HATS

NOW ON FULL DISPLAY

Every hat Paris-inspired; all of them revealing the latest styles that smartly-dressed women will readily appreciate. Various adorable shapes and enticing colors.

An Early Visit is Invited.

THE SINCERE CO., LTD.

"THE HONGKONG EMPORIUM"



Can be achieved by anyone who installs a

GAS WATER HEATER.

It is so easy to get an unlimited supply of really Hot Water at any time, that nobody who values comfort should be without one.

Hongkong & China Gas Co., Ltd.

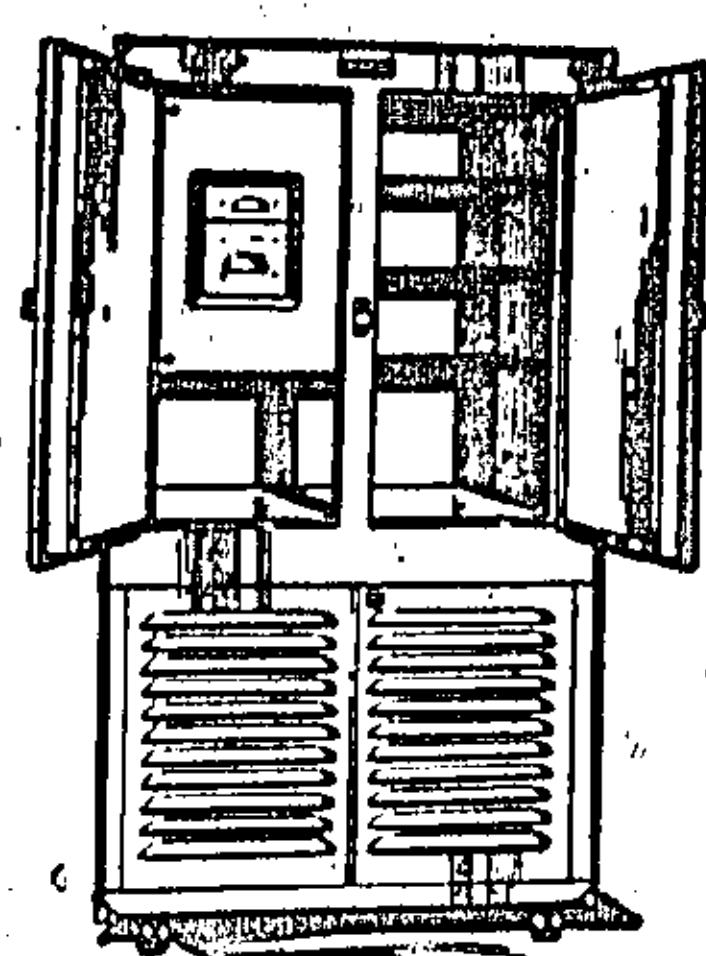
A.P.B. 13.



MAN-HANDED!

When your ice is brought to your door it is man-handled.
Avoid all risk of food contamination by purchasing a

Frigidaire



Call and inspect the demonstration set at the Showrooms of LOWCOCK & HO 31, Wellington Street.

Frigidaire
THE ELECTRIC REFRIGERATOR
PRODUCT OF GENERAL MOTORS

Sole Agents—Hongkong and South China

Frigidaire motors are made and guaranteed by General Motors Corporation.

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Prince's Building. J. E. H.

99% of Europeans resident in the Tropics need the Waters, Spa Treatments, and vitalizing Moorland Air of

HARROGATE

BRITAIN'S FAMOUS SPA

Every form of Sport and a wide range of high-class Entertainments

Pullman and Fast Restaurant Car Train daily from King's Cross Station, London

A BOOKLET giving full particulars about Harrogate will be sent free on application to MRS. THOS. COOK & SON'S OFFICES, or F. J. C. BROOME, General Manager, 14, The Royal Baths, Harrogate.

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Canadian National Railways crosses the Rockies at the easiest gradient and lowest altitude of all transcontinental lines and in full sight of the Canadian Rockies' highest peaks. View the choice scenes of rugged mountain scenery, crag and glacier, cataract, canyon. Stop off at Jasper National Park, the Alpine paradise of Canada. See the golden wheatfields, mighty inland seas, the scenic marvels of the east, among them, Niagara Falls. And, all the while, travel in utmost comfort.

Daily Trans-Continental Train from Vancouver or Prince Rupert, with all-steel equipment, radio-equipped observation cars and unsurpassed and moderately priced dining car service.

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ASIANIC BUILDING, HONGKONG

CANADIAN NATIONAL
The Largest Railway System in America
(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)

36 NATHAN ROAD
KOWLOON
THE INTERNATIONAL DRY CLEANING & DYEING COMPANY
19 WYNDHAM STREET
• HONGKONG •

GUILTY OF MURDER.

UNUSUAL PLEA ACCEPTED IN LONDON COURT.

The acceptance of a plea of guilty in a murder charge—a very unusual procedure—and the pronouncement of the death sentence within six minutes of the prisoner's appearance in the dock, was witnessed by a crowded Court at the Central Criminal Court, London.

The prisoner was James Frederick Stratton (26), warehouse packer, and he was accused of murdering his sweetheart, Dorothy Mayes, a typist, in a North London railway train, on the night of February 21.

When the case was first called, Stratton, a slim pale youth, entered the dock in a most unconcerned manner, with his left hand heavily bandaged as a result of injuries received from a knife while struggling with the girl.

In answer to the charge, he pleaded guilty in most emphatic tones, and Mr. Justice Branson directed that he should be taken below for a consultation with his counsel, Mr. Duke.

In his absence, the next case was taken and concluded. The prisoner returned to the dock, and again insisted on a plea of guilty.

Traces of Abnormality.

Mr. Duke said that after a lengthy conference, the prisoner still desired to place on record his plea of guilty. The case was a pitiable one, and he suggested that in spite of the statement of the prison doctor, there were serious traces of abnormality in this unhappy young man, who was only on the threshold of life.

His statement that on the night of the murder he "had to go home to pay some money to my grandmother and to get ready to do the girl in" was distinct evidence of abnormality. It was the case of a young man with a bad medical history, and perhaps a fancied grievance against a girl.

In a disturbed frame of mind he struck at her, and the effects of the blow appeared to have aroused him to commit a barbarous act which he would not otherwise have done.

Counsel suggested that all the facts, with the papers, should be sent to the proper authorities.

Mr. Justice Branson—That is always done, and they receive the most careful consideration. It will be done in this case.

No opening statement of the facts was made by the prosecution, nor was any evidence tendered. Mr. Justice Fulton remarking that his Lordship had no doubt read the depositions.

CHRISTIAN SCIENCE.

HEALED AFTER 12 YEARS' SUFFERING.

Mrs. Nelva E. Ritchie, C.S., member of the Board of Lecturehip of the Mother Church, the First Church of Christ, Scientist, Boston, U.S.A., gave a lecture on "Christian Science" in the Usher Hall, Edinburgh, under the auspices of the First Church of Christ, Scientist, Edinburgh.

At a recent lecture, said Mrs. Ritchie, I was introduced by a man 82 years of age, who stood erect, his eyes bright, his face ruddy and almost unlined. During the introduction he gave a testimony in which he stated that it was almost 30 years since he was healed by Christian Science. He had been sorely afflicted for more than six years and had been pronounced incurable.

Man is intelligent, said the lecturer, because the one Mind, God, is supreme and eternal. Man reflects health, happiness, and harmony because he is the infinite expression of soul or substance, which does not sin, suffer, or cause discord of any kind.

The lecturer said she saw the truth of this statement proved several years ago in the case of a woman who had a marvellous healing through Christian science treatment, of what was called inflammatory rheumatism. This woman had suffered something like twelve years, and at the time she turned to Christian Science for healing was unable to walk or use her hands. A very serious heart and eye trouble had developed.

During these years of suffering many material means were tried, different kinds of baths and treatments, her tonsils removed, teeth extracted, numerous injections of serum, but all failed to bring about a cure. At a time when her condition seemed utterly hopeless, she turned to Christian Science for treatment, and was healed. Very soon after she expressed normal activity, was able to take care of her household duties, and was, to-day a well, happy woman.

The prisoner listened to the death sentence unmoved, and left the dock after one of the shortest murder trials on record.

Plea Rarely Accepted.

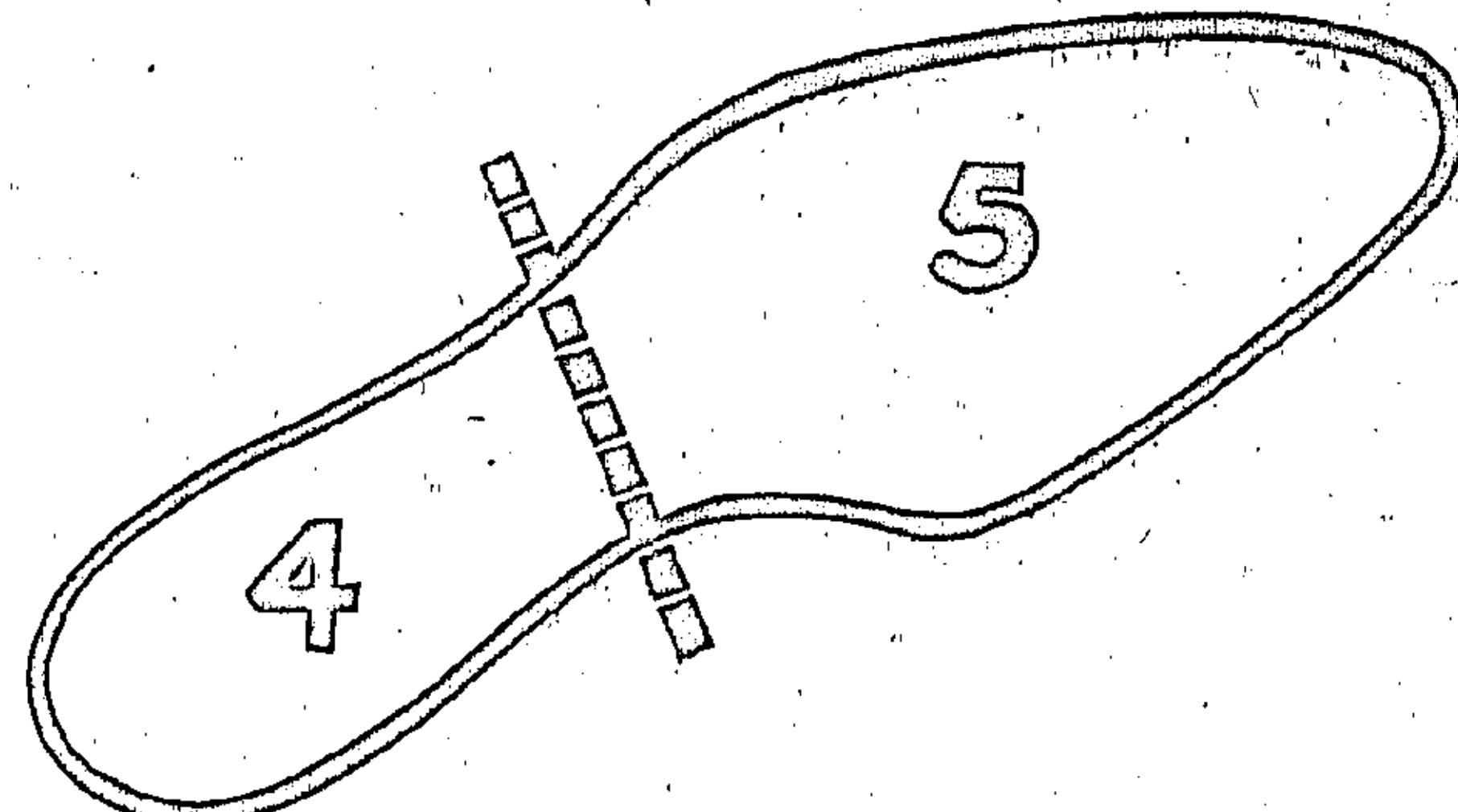
The case is also remarkable for the fact that the Police Court proceedings and the final trial and sentence of death have all been completed within 17 days of the night of the murder.

A barrister with 40 years' experience of the Old Bailey told a Press Association representative that it was only the second time he had known a plea of guilty to murder accepted at that Court.

K Plus Fittings

"Plus Fours for the Feet" is a phrase which stands for a new principle in K shoe fitting—a principle which has given to the K wearer that perfect trim and shapely fit which before belonged only to shoes "made to measure."

By combining two fittings in one shoe—a 4 fitting heel-part with a 5 fitting fore-part, for instance—you ensure a close clip to the ankle, together with perfect comfort for the toes.



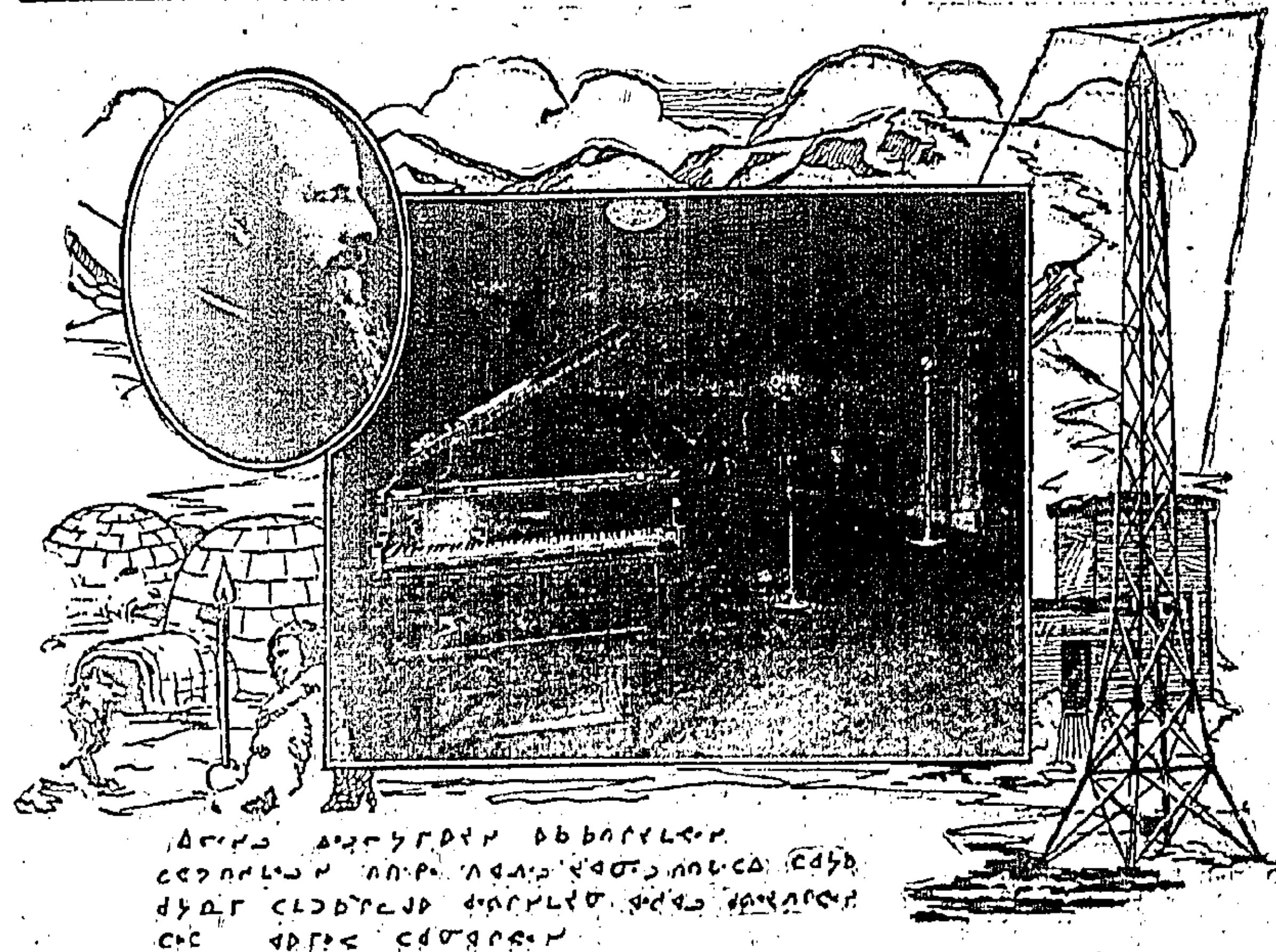
The diagram illustrates a Plus 4 fitting. For those with a slimmer foot, there is the Plus 3 fitting, a normal fore-part with a narrow heel.

Ask the K Agent to test your foot with K Plus fitting shoes, and remember that, if yours is not a Plus-fitting foot, there are still available the various standard K fittings.

NEW SEASON'S STOCK IN ALL SIZES
HONGKONG AGENTS.

Mackintosh
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

First Broadcast in Eskimo Tongue



A TATAPSI, iteppapuub okarattinnguut tawa, it may appear merely a typographical jumble, but if given the phonetic values of the French alphabet these groups of letters tell no meaning which render them quite clear to the Eskimo inhabitants of Chesterfield Inlet, Southampton Island and other territory approaching and within the Arctic Circle. To the natives in the District of Keewatin and bordering the western shores of Hudson Bay these phonetic sounds would tell them that they were being addressed by their "Father, the High Priest," in other words, Mgr. Arsene Turquetil, of the Order of the Oblates of Mary Immaculate, and Apostolic Prefect of Hudson Bay.

These phonetic groups form part of the message in syllabic characters shown above which is the written language of the Eskimo and Indian peoples in the northern parts of the Dominion.

The message was broadcast by Mgr. Turquetil from CNRO, the Ottawa station of the Canadian National Railways, Radio Department, and being transmitted in the Eskimo tongue was the first occasion on which that language had been used in broadcast. At the same time, the prelate spoke it French, then in English, so that all listeners in might understand what was being said.

Neither Eskimo nor Indian possessed a written language before the advent of the white man, although the Indians had a picture language, which is rather different. A white man invented a written language, first used by the Greeks, then adopted by missionaries of various religious beliefs, until today it is in general use. This written language has been picturesquely termed "Birch bark talking," due to the use of bark and burnt sticks in the early stages of its development.

The syllabic characters are the invention of James Evans, an Englishman who landed in Canada in 1823. Son of a sea captain who had remained long afloat owing to the Napoleonic wars, young Evans received a longer schooling than usual, during which time he displayed a remarkable aptitude for history and languages. After his arrival in Canada, Mr. Evans obtained employment as a school teacher and, in course of time, served at various places in Ontario and ultimately advanced to missionary service in the Methodist Church. Mr. Evans encountered many language difficulties when his work led him among the aborigines and he set to work to devise a means of establishing communication on a more general scale than then possible.

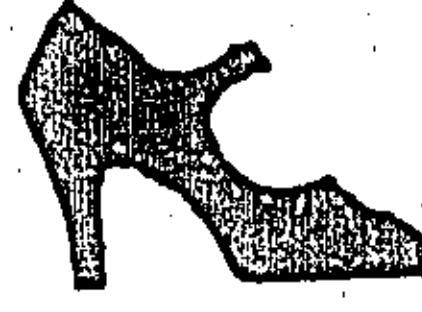
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ROYAL
SHOE STORE.Ladies' Dancing and
Walking Shoes.
also Lizard Skin ShoesMADE TO ORDER
Expert Fit and Good
Workmanship.
No. 1, D'Aguilar Street,
Opposite Yee Sang Fat Co.
Telephone Central 3237.GENUINE
"KUMALAE" GOLD MEDAL
(HAWAIIAN MAKE)

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PRICES RANGING
From \$10 to \$25KOWLOON MUSIC STORE
KOWLOON HOTEL BLDG. Kowloon.

TEETHING WITHOUT TEARS.

The period of dentition is a time dreaded by the mother, a time of nerve-racking experience in which she feels helpless to mitigate her child's suffering. Mothers who have once used Baby's Own Tablets for their teething little ones, fear no longer, for they find in these Tablets just what is needed to help the child and save it pain.

Baby's Own
Tablets

guaranteed to contain no narcotic or other harmful drugs, quickly cool feverishness; remedy indigestion, constipation, colic; check diarrhoea; relieve croup and colds; allay teething pains; expel worms; quiet the nerves and promote sound health-giving sleep. Your chemist sells Baby's Own Tablets, also post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Klangse Road, Shanghai.

Their soothing
antiseptic vapours
prevent & cure colds

Pop an Evans' Pastille into your mouth and you feel instant relief from the most obstinate cold. Your harsh, burning throat is eased. Breathing becomes clear.

Evans' Pastilles—made to the formula of the Liverpool Throat Hospital—contain valuable volatile remedies. The soothing vapours reach every part of the throat, nose and lungs, and kill the germs where they lurk. Doctors, the world over, recommend Evans' Pastilles.

Get some to-day.

EVANS'
ANTISEPTIC THROAT
Pastilles

Made in England, by Evans Sons, Leach & Webb, Ltd., Liverpool.
SOLD BY ALL THE BEST CHEMISTS

"VERY MUCH BETTER."

SIR JOSIAH STAMP'S VIEW
OF BRITISH TRADE.

Sir Josiah Stamp, G.B.E., president of the Executive of the London Midland and Scottish Railway, delivered an address on "The Present Transitional Period of British Industry" at a members' lunch of the Edinburgh Chamber of Commerce and Manufacturers, in the Caledonian Station Hotel, Edinburgh. Mr. Andrew Henderson, president of the Chamber, was in the chair, and among those present were Lord Provost Stevenson, Principal Sir Alfred Ewing, Sir David Paulin, Mr. G. J. Scott, Mr. James Morton, president of Glasgow Chamber of Commerce, and Colonel Jayne.

Trade, said Sir Josiah Stamp, had been carried on in a perfect welter of fluctuating markets due mainly to the extraordinary changes, the times at which the changes had been made, and the rate at which these things had been changed.

At the present moment things were very much better so far as British trade was concerned now that France was keeping her price level around a particular figure. Things had been going in all directions, and the map had been changing every few months, and so the directions of trade had been profoundly modified by the extraordinary welter of currency fluctuations. It was no wonder that the page of industry had been very heavily hit. But this kind of fluctuation was nearly over.

Production Increases.

One of their difficulties, continued Sir Josiah Stamp, was that of doing increased business of getting a boom in trade. Another difficulty was that as the trade level dropped it affected the income of the country. But while the income was becoming less and less there was one thing that was not changing, and that was the country's debt.

He had, however, studied the census of production, and so far as it had gone it was very encouraging. The net output per person was very much higher.

They had been long waiting for industry to revive, and they had assumed that it would revive. It was perfectly clear to him that subtle changes had been going on in nearly every industry, which meant that business men must overhaul their machinery and methods.

They must remember that in the long run the standard of life could only be improved by securing the maximum result with the minimum human cost.

FUTURE OF COAL
INDUSTRY.

AN OPTIMISTIC OUTLOOK.

A new and greatly increased prosperity for the coal industry and all concerned in it was foreshadowed in a remarkable speech by Sir John Cadman at the inauguration at Hurley, Staffs, of modern shaft-sinking operations at the Dexter Pit of the Kingsbury Collieries.

Sir John spoke with the authority of his unequalled experience and position as member of various Government Advisory Committees on scientific research in various branches of production and utilisation.

Referring first to the extreme simplicity of the pithead plant of the new shaft, he said there were no boilers to stoke and no tall chimneys pouring smoke over the countryside, and none of the elaborate pumping equipment usual where a shaft is being sunk through water-bearing formations.

Electric cables from the super-power station at Birmingham provided all power required for the sinking of the shaft and the operations of coal-getting when the shaft was completed.

There would be no pit ponies. The universal slave, electricity, was taking their place in modern scientific coal-mining.

Scientific Methods.

Discussing the general effect of the application of the new and more scientific methods to the coal industry, Sir John said they had heard for years past of its troubles, inability to make profits, and pay the wages it should, failure of export markets, and menace of foreign competition, but there was nothing basically wrong with the British coal industry.

We had still immense reserves of the finest coal in the world close to great industrial centres and harbours for shipment.

No coalfields are richer or so well placed as ours, he said, and we had a great body of the best miners in the world. But in a great many of the coal mines the methods are those of our grandfathers.

Just now the industry is suffering badly from too much individualism. What was wanted was men to get the small owners



Steadily setting new records!

NEW records of popularity each month. But—more important to smokers—instant recognition of its good taste and its uniform high quality, here, there, and everywhere.

"Such popularity must be deserved"—and we consider that Chesterfield's record says more than we could possibly add about Chesterfield's quality, tobacco character, and outstanding good taste.

Chesterfield
CIGARETTES*They Satisfy*

LIGGETT & MYERS TOBACCO CO.

If you cannot obtain Chesterfield Cigarettes from your tobacco dealers, Duty Paid or In Bond, please call up C. Chan & Co., 10 Des Vœux Road Central, phone No. C. 4955.

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Stationary and Lighting."WYANDOTTE" Boiler Cleaner and Cleanser,
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Every Department

Come Early.

YEE SANG FAT CO.

HAM YOU WILL REALLY ENJOY!

We have just received a shipment of

CROWN BRAND

AUSTRALIAN HAMS

Price \$1.10 per lb. Weight from 9 to 13 lbs.

Delightfully Flavoured—Strongly recommended

THE FRENCH STORE

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Sufferers

from Bad Legs, Abscesses, Ulcers,
Fistulae, Boils, Pimples and Eruptions.
Gout, Rheumatism, just realize that the
only sure way to "cure" and lasting relief
is to free the blood of all poisons and
to stop the occurrence of such troubles.

Clarke's Blood Mixture contains ingredients
which soon overcomes the impurities,
that's why so many lasting cures stand to its credit.

Personal to take
Of all Chemists and Stores.

Refuse Substitutes.

Everybody's
Blood Purifier."

RECORDS!

4465 { Susie Was a Real Wild Child.
Unfinished Symphony.

4472 { No Foolin'.
Goodnight.

4480 { Always.
Wandering on.

4485 { Bye Bye Blackbird.
Whon the Red Red Robin.

4503 { Hello Aloha!
Somebody's Darling.

4516 { Who.
Sunny.

4547 { Babying You.
Ev'ry Little Maid.

4553 { Me Too!
The More We are Together.

4544 { In a Little Garden.
Immortelle Waltz. Sax. Solo.

4521 { Chinese Moon.
My Carmenita.

KOWLOON BOWLING GREEN CLUB.

MEMBERS' APPRECIATION OF NEW CLUB HOUSE.

At the annual general meeting of the Kowloon Bowling Green Club, which was held at the Club yesterday evening, the President, Mr. J.S. McIntosh, presiding, reference was made to the appreciation of members of the new Club house, and interesting contrasts were made to the Club as it was twenty years ago.

The Chairman was supported by Mr. D. Gow, Hon. Secretary, Mr. R. Lapsley, Hon. Treasurer, Mr. P. T. Farrell, Mr. C. Bond, Mr. B. Wylie, Mr. D. Hazel, and Mr. W. Russell. There was a large attendance of members.

In proposing the adoption of the annual report and accounts, which were published last week the Chairman said it was gratifying to note that the results exceeded expectations, especially when they thought of the times of stress through which they were passing. That was largely due to the officials and committee, who had received the hearty co-operation of members generally.

Pioneers.

After thanking the committee, he said the taking down of the Club house and the erecting of the present one naturally re-called to the minds of the older members the pioneer work done by the founders. Names such as W. Ramsay, A. Ritchie, A. Ewin, J. Kyles, E. C. Wilks, H. Schoolbred, J. Allen, W. C. Jack and James Macdonald. Those gentlemen introduced the sport of lawn bowls to the Colony on a disused tennis court, opposite Observatory Villa, and were afterwards granted by the Government part of the ground they were then using, which at that time, he understood, was more or less a swamp.

The new Club house had been described as adding greatly to the amenities of that part of rising Kowloon and for its erection and supervision they were indebted to Mr. Keith and Mr. Wylie. To Mr. Keith for drafting out the original plans which had been adhered to with very trifling alterations, and to Mr. Wylie for evincing such shrewdness and foresight necessary for the new building. Thanks were also due to the hon. secretary, Mr. D. Gow, and the hon. treasurer, Mr. R. Lapsley, for their untiring efforts.

Nothing seemed to have escaped their eagle eyes that could make for the interest and general comfort of the members. Mr. Gow's work throughout last year had fully illustrated that one volunteer was worth ten pressed men.

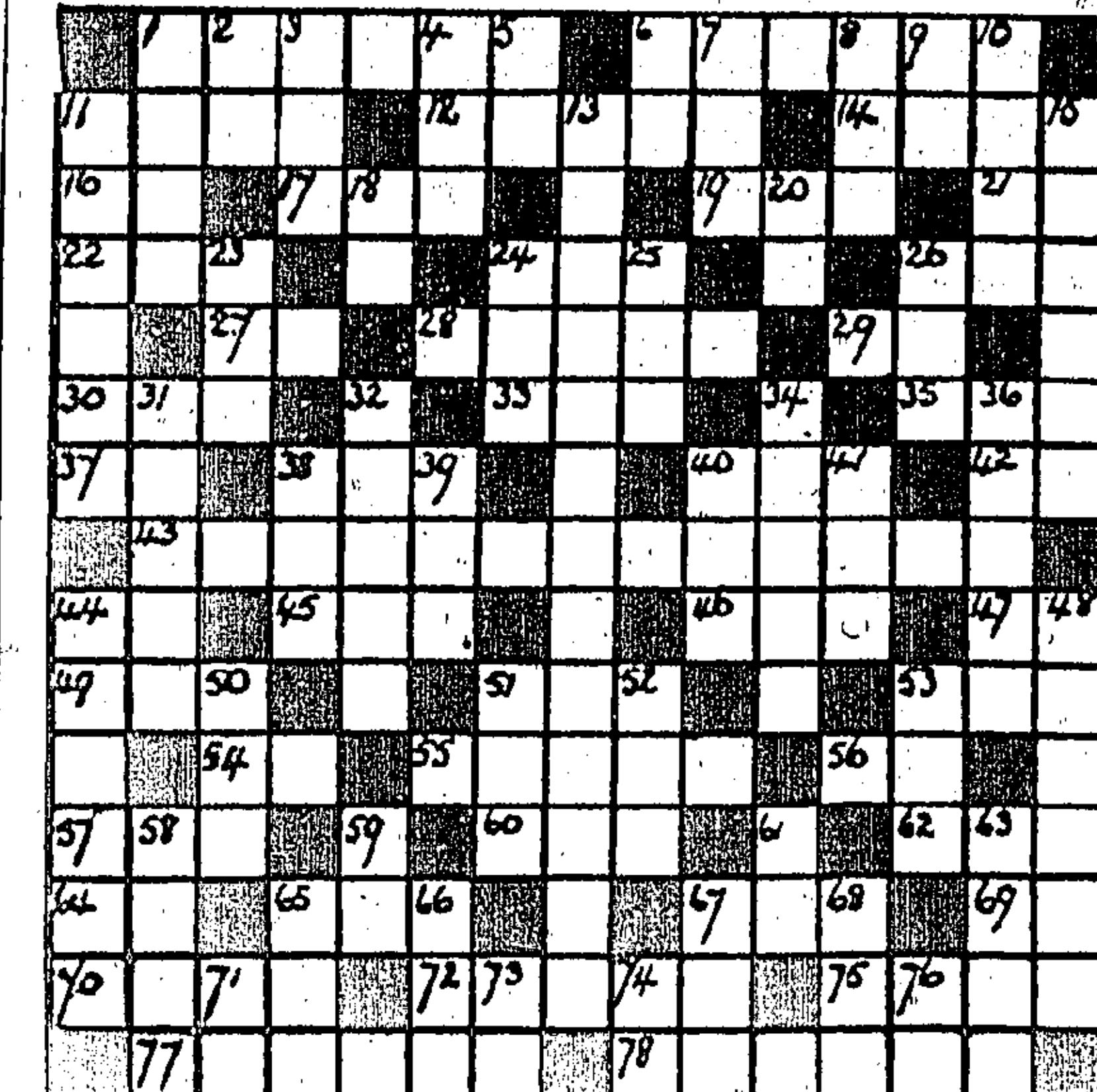
Little remained to be added to what was said on the closing day with regard to the activities of the past year. Since then the competition for the Belfast Cup, presented by their old friend and member, Mr. McKittrick, had been won by Mr. Farrell in the "A" division.

The Young Bowlers.

The chairman's proposal was seconded by Mr. J. T. Dobbie, who said:

In seconding the motion for the adoption of the very splendid report and statement of accounts, it is only fair and proper that the views of the rank and file—otherwise the smaller fry—should be heard. Had things gone awry or in some way left something to be desired, you would be very sure, that the "voice of the gods" would be heard at the annual meeting in no uncertain and hesitating manner. When affairs have prospered in an exceptional degree during one of the very lean years in the Colony's history, and that in spite of the fact that this commodious new Club-house has been built, it is equally just that the general body of members should have something to say by way of congratulation to those to whom were entrusted great responsibilities a year ago.

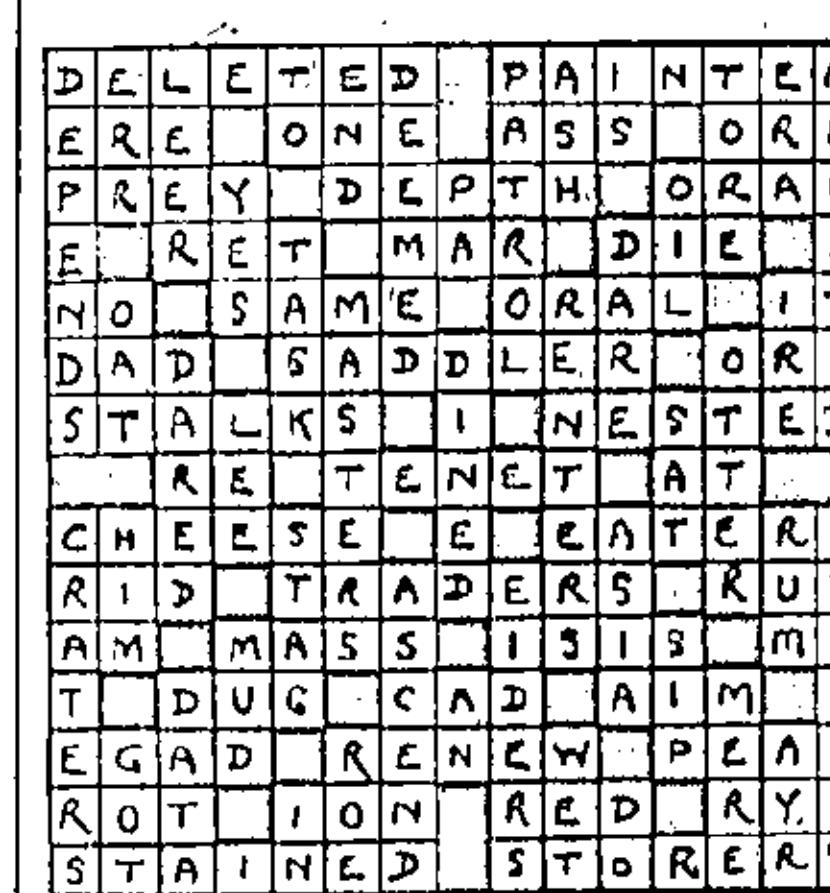
OUR CROSSWORD PUZZLE.



Across.

1. Dome.
2. Conductor's wands.
3. Bottom.
4. To implant.
5. An animal's cry.
6. Adverb.
7. Sign of ascent.
8. Flow back.
9. Part of verb.
10. Clear of all deductions.
11. Imitate.
12. Substance produced by insects in Asia.
13. Exclamation.
14. Open space.
15. Penile.
16. A date.
17. Male.
18. Man's name (abbr.)
19. To corrode.
20. Preposition.
21. District.
22. Conjunction.
23. Feminine parent.
24. Kind of windlass.
25. Branch of Service.
26. Receptacle.
27. Colour.
28. Taken food.
29. Conjunction.
30. Prepared beverage.
31. Adverb.
32. Product of coal.
33. Cask.
34. Friend.
35. Preposition.
36. Part of grate.
37. To incite.
38. Substantive verb.
39. Quote.
40. Pointed upwards.
41. Broadened.
42. Chinese sailing vessel.
43. The fuller's thistle.
44. Receptacle.
45. You and I.
46. To shut up.
47. Covering.
48. Conjunction.
49. To have existence.
50. Eaten.
51. A spherical body.
52. Adverb.

Thursday's Puzzle.



Following the example of the President, I will not go into the financial statement in any detail, except to say that the hon. secretary, hon. treasurer, and the bar-sub-committee have performed their duties with a thoroughness that must be the envy of many other Clubs in the Colony. All they, in conjunction with the building sub-committee, have succeeded in erecting a Club-house in keeping with the times and with the growth of Kowloon. Only those who have been constant in their appearances at the Club can have any conception of the immense amount of hard work which that has involved.

The fact that to-day we have so many young bowlers may be attributed to special nights being set apart at the beginning of last season for new players. The fruits of this admirable policy should be reaped in some measure during the ensuing season. As this Club is recognised as the pioneer of lawn bowls in the Colony there is no reason why it should not also be recognised as the nursery for new players.

The work that has been done in this Club during the past year is a happy augury for its future, and if, as I am confident, the general body of members rally round the officials and committee as in the last twelve months, it will be a proud boast to claim membership of the K.B.G.C.

The granting of honaria, consisting of \$200 each to the hon. secretary, hon. treasurer, and the bar-convenor, which was set out in the balance sheet, was proposed by the chairman, seconded by Mr. Bond, and carried.

Election of Officers.

On the proposition of the chairman, seconded by Mr. D. Hazel, Mr. C. Bond was elected President of the Club for the ensuing year.

In returning thanks, Mr. Bond referred to the fact that during the previous year he had been Vice-President, and spoke in congratulatory terms of the excellent work done by the committee. He had always been willing, and would always be willing to do his best for the Club during his term of office.

(Continued on Page 8.)

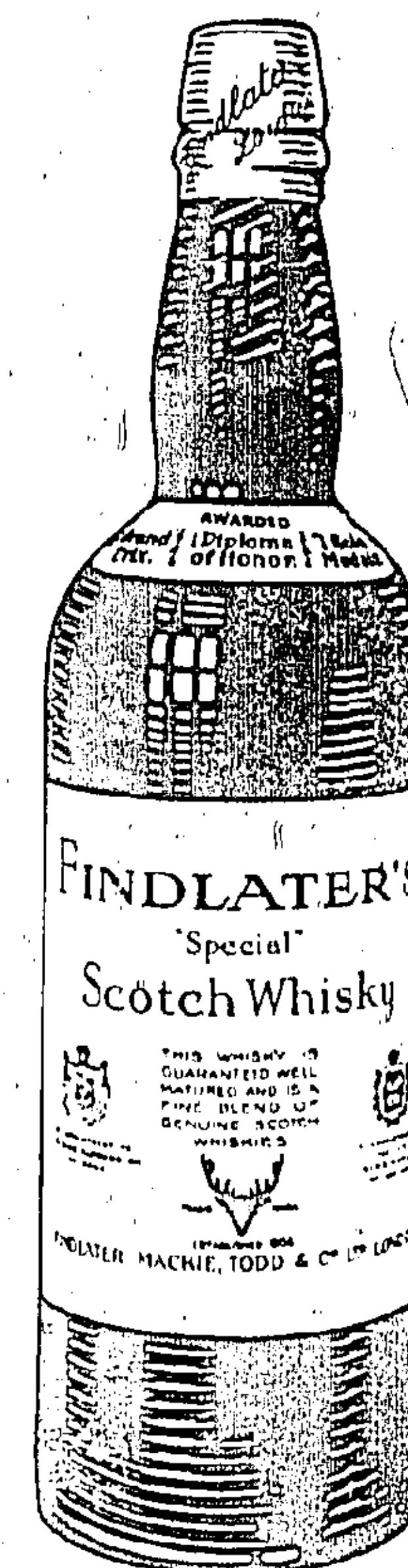
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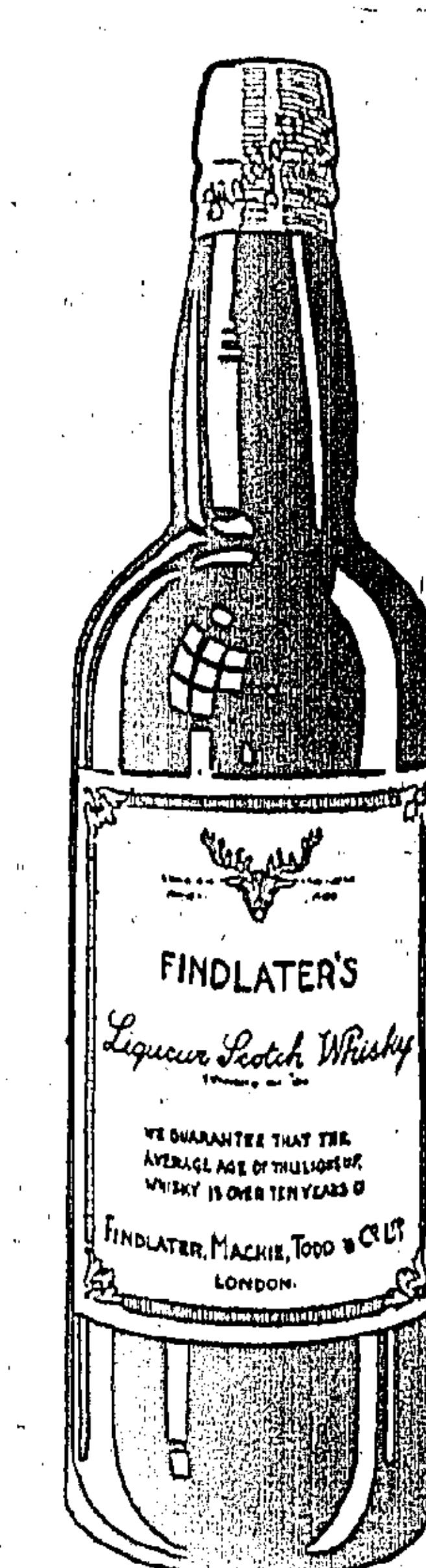
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FRECKLES AND HIS FRIENDS



Tag Knows His Grandpa



By Blosser



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DEATH.

FINDLAY SMITH.—On Mar. 7, at Madeira, Vivian Findlay Smith, formerly of Hongkong, age 38.

The Hongkong Telegraph.

SATURDAY, APRIL 16, 1927.

JAPAN'S POLICY.

Japan's attitude regarding the present China crisis is becoming more clearly defined, and it would seem that public opinion in Tokyo is coming into line with that which asserts that this is not the time in which to display a vacillating or weak policy. It is now no secret that the Note of the Powers to the Nationalists in connexion with the Nanking outrages would have been much firmer in tone had it not been for the lack of unanimity, and that Japan was prominent among those who advocated the milder and eventual phrasing. Japan's policy at the moment would seem to be to let past happenings go by with just a protest, but to take every possible care that nothing very inimical to her interests shall be allowed to occur in the future. We were informed yesterday that very elaborate precautions are being taken at Hankow to prevent the Japanese Concession from being taken back through mole pressure, and that there is a stern determination to hold the Concession—by force if necessary. Heavy barricades have been erected around the Concession, the Japanese naval authorities are in charge, and the territory is strongly guarded by marines and volunteers. We were also informed yesterday that the Japanese army in Manchuria is being doubled—at least for the time being—and it is obvious, in this connexion, that Japan is keeping a wary eye on Russia and determined not to surrender any of her privileges in the rich hinterland outside Korea. "What we have, we hold" would appear to be Japan's main idea just now, and we cannot help thinking that it is, in the circumstances, an exceedingly sound idea worthy of emulation by all the Powers. The face of recent happenings any other policy would be fatal.

As is pointed out, Britain's experience at Hankow has been illuminating. Fired by a friendly motive and eager to demonstrate to China and the world that she had no thought of exercising any unfair dominance anywhere in China, Britain has given up her Concessions at Hankow and Kuan-kiang. The coin in which she has

been paid back is of base kind. British business has been completely killed, it is dangerous for Britishers to walk in the streets of what was lately their Concession and there has been an intensification of the campaign of lies and calumny on the part of the Wuhan clique. There are many competent observers who argue that Britain's generous and magnanimous gesture was ill-timed and should never have been made to a party which has always failed to live up to the height of the language employed by its spokesmen, and the arguments of these observers have been strengthened by all that has happened since the Hankow Agreement was signed.

We have been forced to evacuate the upper river, we have had to leave Changsha, the whole of our trade on the Yangtze has been paralysed and there are threats and warnings of further enmity. How then can Japan or any other Power, in the light of these things, entertain a thought for negotiation? There can only be determined resistance to what is nothing less than sheer force, even though Japan does fear the use of what the Nationalists term the "economic weapon" against her. It is clear that there can be no real improvement in the Yangtze situation until there has been instilled into the Chinese mind the realisation that the way of friendly negotiation is the only way acceptable.

The Religious Urge.

There were two news items in our issue of Thursday which indicated the inherent religious urge of human nature. At Manila, when a severe earthquake shock was felt, some of the inhabitants, apparently in fairly large numbers, rushed into the streets and commenced praying there, thinking the manifestation was connected with Holy Week. That really illustrated one aspect of religion—fear of the unseen powers that rule man's destiny. It forms the basis of a great deal of religion the world over. In India, on the banks of the Ganges, we had an instance of an entirely different side of worship—intense belief in some particular tenet, amounting to little short of fanaticism. Here, we are told, thousands of pilgrims to the annual Hindu ceremony of bathing in the sacred Ganges river, were involved in a mad rush to storm the barricades and be the first to enter the water, thereby hoping to attain extraordinary virtues. The result was a serious crush, in which a number of unfortunate people lost their lives and many others were injured. One recalls, in this connexion, the former practice of "suttee," whereby a widow was obliged to perish in the flames of her dead husband's funeral pyre. At the basis was the same urge that one can trace in the Ganges bathing ceremony—the attainment, or preservation, of purity, which lies at the root of Hinduism. The British authorities have stamped out "suttee," as being opposed to the principles of humanity. Yet now and again one hears of isolated instances of self immolation being practised by Hindu widows actuated by religious fervour. Modern thought is more charitable towards differing creeds than was the case of old. Whether Christians or otherwise, the sanctity of doctrinal belief remains to hold the mind in case of crisis. It is a refuge for the harassed, and balm for the troubled or distressed. That is an appropriate thought on which to dwell during Easter tide.

OBITUARY.

FAMOUS ENGLISH ARTIST.—London, April 15. The death is announced of the famous English artist, Mr. Henry Holiday.—Reuter.

Henry Holiday, who was born in London nearly 88 years ago, was a young student at the Royal Academy in 1854 and was early impressed by the appeal of the pre-Raphaelite pictures. His acquaintances and friends included famous people like Millais, Rosetti, and Holman Hunt, and with Burne-Jones he struck up a life-long friendship, while with Albert Moore, Marcus Stone and Simeon Solomon he formed a sketch club while at the Royal Academy. His first picture at the Academy was of Durlestone Bay, painted in 1857. The Guildhall Gallery and Liverpool have secured examples of his work. In 1899 he invented a new form of enamel on metal in relief, and has issued several notable publications on his art. As far back as 1871 he went out to India as a member of Sir Norman Lockyer's eclipse expedition.

DAY BY DAY.

THERE ARE LOTS OF COMPLAINTS THAT ARE CATCHING, BUT EXPERIENCE IS NOT ONE OF THEM.

The B.I. steamer Janus left Kobe on Wednesday and is due here on Tuesday afternoon.

Mr. P. P. J. Wodehouse, wife of Mr. P. P. J. Wodehouse, C.I.E., is among the passengers in the P. and O. s.s. Khiva due here on Saturday.

The engagement is announced between Lieut. Edward Dangerfield, R.N., and Eliza Tryphosa, only child of Mr. and Mrs. Henry Birkett, of Hongkong, and 15, St. James's Court, S.W.1.

The King held a levee on March 15 at St. James's Palace. Among those in attendance upon his Majesty was Admiral Sir Arthur Loveson, First and Principal Naval Aide-de-Camp.

A British pioneer in China who has recently been in the Home papers is Mr. James Stewart, still living at Stirling. He put up, sixty years ago, the first brick house on the mud flats which were then Tientsin.

A public motor car knocked down a Chinese coolie in Praya East on Thursday. The coolie was admitted to the Government Civil Hospital in a very serious condition and has since succumbed to his injuries.

Sir Charles Addis, Sir E. Denison Ross and Mr. M. Uda, the last named representing the Bank of Taiwan, attended a memorial service for Dr. Walter Leaf, chairman of the Westminster Bank, Ltd., at Marylebone Parish Church on March 11.

The Services at St. John's Cathedral yesterday were very well attended. On Easter Sunday, tomorrow, Holy Communion will be celebrated at 7 a.m., 8 a.m. and 12 noon. Matins and sermon at 11 a.m. Evening Service at 6 p.m. There will be a special Flower Service for children at 3 p.m.

Among the presentations to the King at a recent levee were:—Lieut.-Colonel Denzil Clarke, D.S.O., M.C., on appointment as his Majesty's Vice-Consul in China, by the Secretary of State for Foreign Affairs; Mr. John T. Pratt, C.M.G., on appointment as his Majesty's Consul-General in China, by the Secretary of State for Foreign Affairs.

CATHEDRAL MUSIC.

LAST NIGHT'S RECITAL.

In connexion with church services on Good Friday, the recital held at St. John's Cathedral last night was attended by a large congregation, when selections on the organ were given by Mr. Frederick Mason, A.R.C.O., L.T.C.L., who also had the assistance of Mrs. R. Sanger (soprano), Mrs. G. E. Aubrey (violinist) and Mr. A. P. Glanville (bass) with a quartette of members of the Cathedral choir.

After the organist had rendered the exquisite Largo from the symphony "From the New World" Mrs. Sanger sang Franck's "Ave Maria" and Handel's hymn "Come Unto Him." Mr. Glanville sang two items from Mendelssohn, and Mrs. Aubrey contributed two violin selections, these being "Larghetto" from Handel's Sonata in D and "Andante in F" by Gluck.

The feature of the second part of the programme was Tschaikowsky's "Marche Solonelle," in which the full range of the organ was brought out. In this contribution, Mr. Mason showed full command of the instrument.

During the interval, a collection was taken in aid of the Organ Fund.

FLYING ENDURANCE RECORD.

AIRMEN REMAIN ALOFT OVER 51 HOURS.

New York, April 14. Two civilians, Bert Acosta and Clarence Chamberlain, broke the world's flying endurance record in a Balsano monoplane. They took off at 9.30 on Tuesday, and aimed to remain in the air for fifty hours. They landed after flying 51 hours, 12 minutes.

These airmen intend shortly to cross the Atlantic in the same machine, which has a 400 horsepower Wright engine.

The record hitherto is 46 hours, 11 minutes and 59 seconds.—Reuter's American Service.

Tokyo, April 15. The Chinese Minister to Japan is leaving for China to-night, apparently due to the non-receipt of his salary.—Reuter.

SHANGHAI FLAGS.

REMOVAL OF RED WANTED.

INTERESTING NEWS ITEMS.

(A Special Correspondent.)

Shanghai, Tuesday.

The demand for the suppression of the Nationalist flags in the International Settlement and the French Concession is growing and an editorial on the subject by the *North China Daily News* this morning will most likely have the effect of strengthening the weight of opinion in favour of their removal.

The movement has already set in, however, and a tour of the Settlement and Concession streets yesterday showed that there are now fewer red flags with the white sun on the blue field than there were a few days ago. The news of the Nationalist retreat before the advance of the Northerners was no doubt responsible for the disappearance of some of the flags, and if the former make further progress it seems likely that we shall see even fewer red banners in the streets.

The *N.C.D.N.* this morning says that after the outrages which have been perpetrated under the flag there is every ground for rearing the display of the new Boxerism. There is no precedent for allowing the use of the ensign of an avowedly anti-foreign and anti-Christian movement, an ensign disgraced by bestial outrages upon foreigners, as well as consistent persecution and humiliation of thousands of men, women and children.

"Does it not seem rather absurd to even the broadminded," the journal asks, "that with miles of barbed wire and thousands of armed men in defensive array against an acknowledged enemy, the colours of that enemy should be flaunted in our faces within the defended area."

The editorial concludes with the hope that within twenty-four hours Shanghai's *protégés* will prove that they have some sense of decency and propriety by removing their red flags and burning them.

Post Office Plans.

I have previously commented on the waywardness of the Shanghai postal workers and the ever present danger of another strike which would once again reduce the mail service to chaotic condition. It is good news, therefore, to learn that all arrangements are now complete in the organization of an International Post Office which will take over the work of receiving and despatching mails in the event of another strike.

The second floor of the Chartered Bank building has been secured and there is now a complete equipment of sorting tables, pigeon holes and delivery counters. If another strike should occur it will be possible to deal with all foreign mails but at the beginning it will not be possible for the amateurs to cope with parcels. Japanese sorters will be employed and all Chinese letters will be put back in their sacks and returned to the tenders from which they were taken.

The consent of the Consul-General has been obtained and it is now certain that should the Post Office employees again show their disinclination to work the essential mails can be handled with comparatively little inconvenience.

Protest Over Argus Planes.

The daily flights of British aeroplanes from H.M.S. Argus and other vessels have resulted in a strong protest being made to the Shanghai Municipal Council and Consular authorities by the newly appointed Nationalist Foreign Minister, Mr. Kuo Tai-chi.

He declares that the flights are an infringement of China's sovereign rights and that the aeroplanes have flown over Chinese territory, in contravention of the International Code.

Search of Soviets Ceases.

The police which have recently been searching all those who entered and left the the Soviet Consulate-General on Wangpoo Road changed their tactics yesterday and merely took note of the names and addresses of all those who went in or out.

Up to the present no reply from the Consular Body concerning the attitude of the Municipal Council since the Soviet note of protest was turned over to it for comment has been received at the Soviet Consulate.

An Award for Bravery.

As a result of his bravery and devotion to duty on the night of March 21 in the vicinity of Darroch Road when an armoured car of the British Royal Tank Corps got into difficulties with Cantonese troops and Chao-pai guerrillas, resulting in the wounding of all members of the armoured car crew, the Second Class Police

LATEST NAVAL APPOINTMENTS.

NEW SENIOR OFFICER FOR THE YANGTSE.

London, April 15. The Admiralty announces the appointments of Rear-Admirals Bertram Thesiger and Hugh Tweedie, to be Commander-in-Chief of the East Indies Station and Senior Naval Officer of the Yangtze, respectively, in succession to Vice-Admiral Ellerton and Rear-Admiral Cameron.—Reuter.

(Rear-Admiral Bertram Sackville Thesiger, C.B., C.M.G., has been Admiral Superintendent of Portsmouth Dockyard since 1925. He is 52 years of age, and entered the Royal Navy in 1887. He was in the Jutland action, and was mentioned in despatches and given the C.B. for his services then. He was appointed A.D.C. to the King in 1922.)

Rear-Admiral Hugh J. Tweedie was lately in command of the Grand Fleet Destroyer Flotilla. He is 50 years of age, and has had an extensive service in the navy, including spells in the Mediterranean, at the Cape, the China coast, West Indies, North America, Mexico, and South American waters generally. During the late war he served off Belgium, Suez, Dardanelles, and in the Adriatic. He was made a C.B. in 1919, and appointed naval A.D.C. to the King in 1925. His decorations include the Japanese Order of the Rising Sun. He was promoted Rear-Admiral last year.)

CHINA SQUADRON.

TO BE RE-ORGANISED.

The Navy Estimates for 1927 note a decision to reorganise the China Squadron. This consists at present of five cruisers of various types, all dating from the war period. In the course of 1927 they are to be relieved by five ships of the new "Kent" class, each of 10,000 tons, 31½ knots speed, and an armament of eight 8-in. guns.

When this transfer has been effected we shall have in Chinese waters a cruiser squadron of unrivalled power and homogeneity, which in case of need could be promptly reinforced by the three formidable cruisers now on the East Indies station.—China Express.

PARLIAMENT ADJOURNS.

A FORTNIGHT'S RECESS.

London, April 14. The House of Commons adjourned until April 26.—Reuter.

Lady Beaverbrook, who has arrived in Toronto from California with her daughter, denies the reports that she intends to seek election to the British House of Commons.

Medal has been conferred on P. C. Golder by the Municipal Council.

Mr. Golder is attached to the North Szechuan Road Police Station. The presentation will probably be made at the next police parade. Mr. Golder also receives six months class promotion.

Japanese in Chapei: Considerable excitement was caused in Chapei yesterday when about 500 Japanese sailors surrounded a block of houses near the Odeon Theatre and began a house search for arms and ammunition. The block extends into Chinese territory and it is stated that one side of it was guarded by Cantonese troops. In addition, the Japanese searched everyone in the theatre where a meeting was being held. A good deal of inflammatory literature was seized but no arrests were made. Reports that shots were fired during the search are entirely without foundation.

Five revolvers, over a hundred rounds of ammunition, knives and rifles ammunition were found in the houses and two loaded revolvers were picked up from the floor of the theatre.

More Good Intentions.

An affirmation that he will maintain peace and good order is made in three proclamations issued by General Wu Chung-hsin the new Commissioner of Shanghai and Woosung Police. One proclamation states—

At this period when martial law is being enforced all meetings, strikes and processions must be suspended. "Imagine my surprise to-day when I learned thatricksha coolies had declared a strike and had fought with each other at places adjoining the foreign Settlement. Such actions being likely to cause misunderstandings, immediate steps were taken by this Bureau to suppress them and nothing serious occurred."

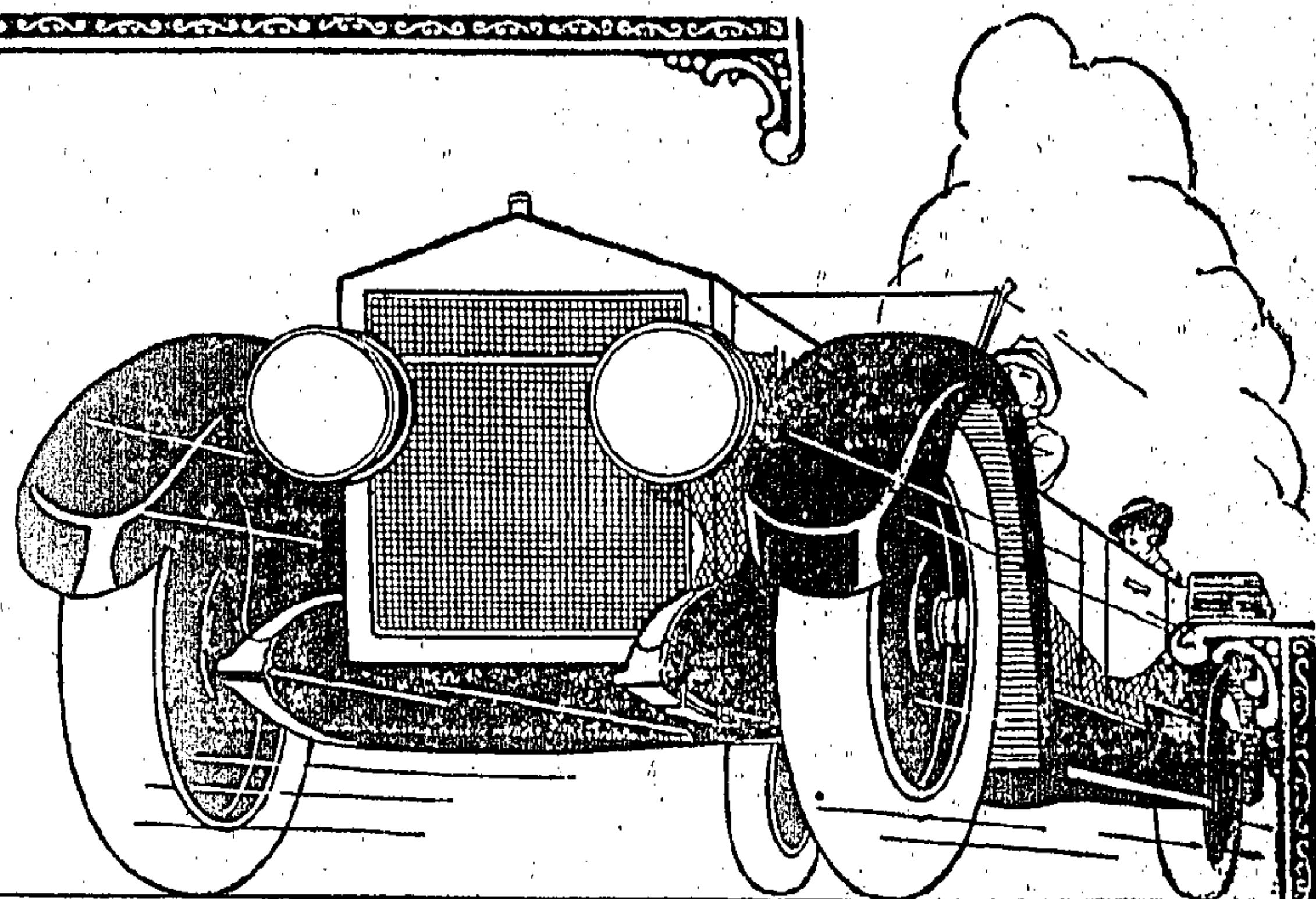
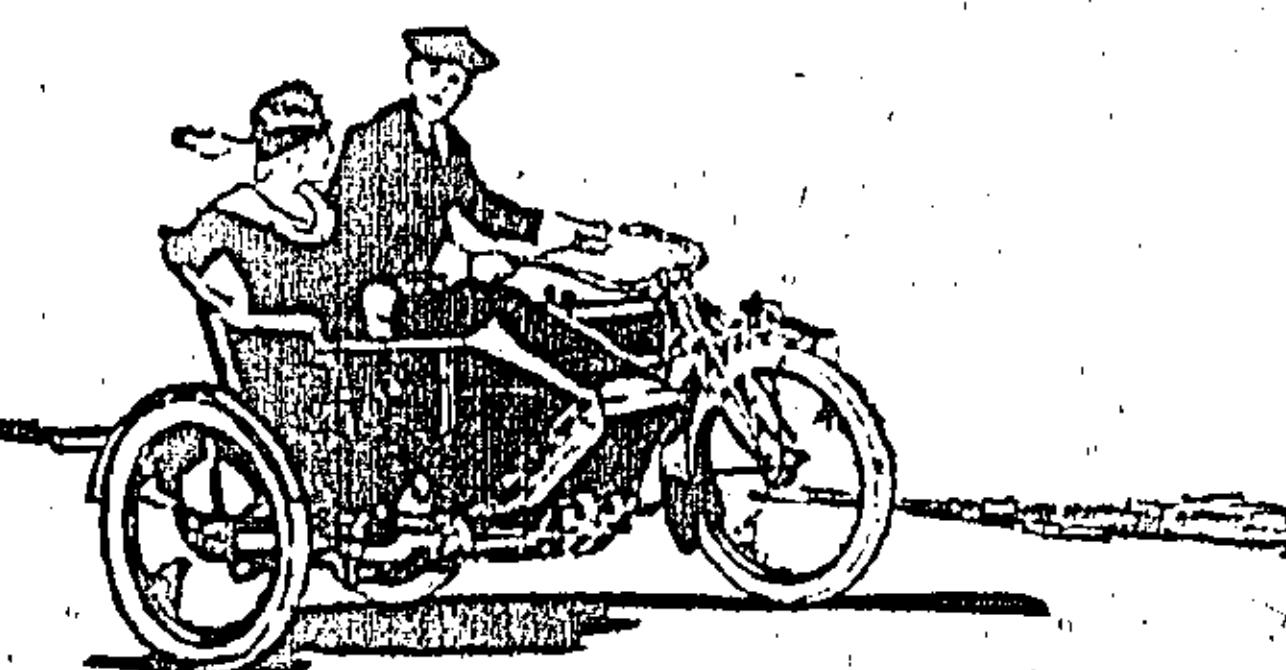
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MOTORING SUPPLEMENT

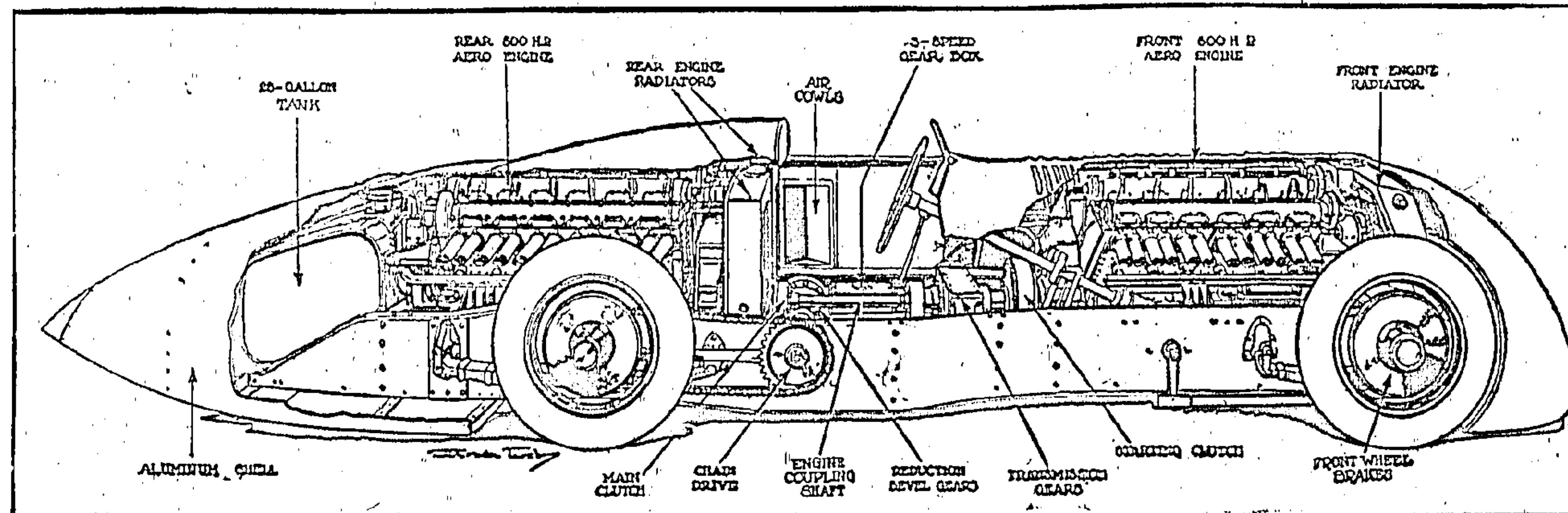
OF
THE HONGKONG TELEGRAPH.

SATURDAY, 16th APRIL, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



SKETCH SHOWING CONSTRUCTION OF WORLD'S FASTEST CAR.



(Exclusive to The Hongkong Telegraph).

Here is the first sketch made public showing the construction of the English "Mystery S" racer that has been designed to go 220 miles an hour. The car was taken to the United States where it attained a speed of over 200 miles per hour along the Ormond-Daytona Beach in Florida, a wide stretch of hard-packed sand, 500 feet wide and about 7 miles long.

The racer is a 1,000-horsepower affair costing £20,000, and built with two 12-cylinder engines joined by a shaft. It is the product of the famous Sunbeam Motor Co. of England.

Major H. O. D. Segrave, its driver, is an English racer who has won several speed medals and has broken many records.

The car is like a huge cigar

painted red. It is 22 feet long and 6 feet wide and weighs more than 7,000 pounds. The engines consume more than four gallons of gasoline a minute, or about a gallon a mile.

The tyres are of special design and have to be attached by some special arrangement to keep them at high speeds. The centre of gravity had to be shifted when it

was found the tail tended to rise off the ground when the car went too fast.

Although the body is aluminum, the chassis is made of heavy steel girders to resist the tremendous strain of speed and wind.

Calculated to go 220 miles an hour, the Mystery S is said also to reach 75 miles an hour in low gear

and 140 miles an hour in second gear.

Everything must be perfect on this car, for there can be no allowance for errors, to make it safe for the driver. It takes about four-tenths of a second for the driver's hand to act on a message from the brain. In that time this car, going at the rate of 200 miles an hour, would travel 40 yards.

CLASSIEST MOUNT ON THE ROAD. THE NEW "STREAM-LINE."

A New Shipment of Harley-Davidson single side-by-side valve, overhead valve and Big Twin Combinations, arrived by the s.s. "Empress of Canada."

PLACE YOUR ORDER EARLY.

Ask us for a free Demonstration Ride. Get the facts about our Pay-as-You-Ride plan.

CURRENT COMMENT



On Speeding.

Travelling to Repulse Bay the other afternoon, a car shot past the writer of these notes at speed which might have been pardonable had its arrival at a destination meant a matter of life or death. As it subsequently transpired, there appeared to be no particular cause for the hurry, for, upon reaching the junction where the new road joins the old, at the Repulse Bay end, the driver turned round, and began the journey back to the city at quite a normal speed. Possibly the driver desired to demonstrate his ability to the passenger, or, maybe he was merely "letting her out" for his own pleasure. Whatever may have been the reason, the road was not suitable for the excessive speed attained.

The Advantage.

The only advantage to be gained from speeding is the thrill there is in it. The man who maintains a steady pace at a safe speed reaches his objective only minute or two later than the speed fiend, although he has lost the thrill of passing the "snails." He has gained in the knowledge that he is driving safely, and he has gained economically by conserving his gasoline and putting no undue strain on the car, for it is well-known that mileage goes up under a steady speed and that a car lasts longer when no strenuous demands are made of it.

Good-will.

Furthermore, the steady driver has gained morally in maintaining the good-will of his fellow motorists and in not being sworn at. The greatest good goes to the motoring and walking public, for steady driving is safe driving whereby lives and property are not endangered. There would be little regret if a sudden spurt of speed in an unsuitable neighbourhood were disastrous to the driver responsible for it, but it is usually the innocent pedestrian or nearby motorist who gets the

ill effects. The speed demon is an economic waste to himself and the public.

Trade Visitors.

Another American trade representative visited the Colony last week in the person of Mr. A. C. Aubry, sales representative of the John N. Willys Export Corporation of Toledo, Ohio. Speaking to a Telegraph representative, Mr. Aubry stated that he had been sent to the East to investigate conditions, in order to gain first-hand information regarding the possibility of future trade. Mr. Aubry expressed the belief that the present upheaval will prove the turning point in China's history, and that the outcome will be that a saner policy will be adopted in China's relations with the rest of the world. The "Whippet" car is one of the most popular specialties of the organisation he represents.

Kowloon Buses.

Complaints have been received from Kowloon residents regarding the service during the rush hours, it being alleged that the number of vehicles available prove inadequate for the heavy traffic. It has been suggested that extra buses be put on the road during certain hours. The trouble might be overcome by adopting a special route during the busy hours. This route should commence from the Star Ferry, thence to the Orient Tobacco Factory, via Nathan Road, and vice versa. It would only be necessary to adopt this system for 6 hours out of the 24, and besides helping to solve the problem of coping with the heavy demand, should prove profitable to the Companies. Many people travel over to Kowloon every day for tiffin, and it is most annoying that they should be hindered on account of the inadequacy of the bus service. The Companies should give the matter their careful consideration, and endeavour to give the public satisfaction.

FOR BETTER CONTROL.

Traffic Signalling in New York.

Probably no city in the world has given more attention to the matter of traffic control by signal lights than New York. Tried out at first on a single avenue, the system has reached a point of development where the main arteries of traffic are lighted and co-ordinated. When traffic towers were first set up each was manned by a policeman; now all the towers on Fifth Avenue are under the control of one man. Indeed, towers are no longer necessary, all that is necessary being lights attached to poles, the lights themselves being controlled by a policeman stationed in a booth.

Motor Picnics.

With the approach of Hongkong's Summer season, car-owners will be thinking of the happy picnics ahead, and probably making plans for bathing parties after a hot day at the office. Bathing facilities are, unfortunately, most inadequate in Hongkong, and although a Commission was called together in a formal manner, and the public asked to submit suggestions for the provision of suitable arrangements, nothing appears to have been done, and many residents are again bemoaning the fact that they will have to pass another Summer here without being able to enjoy Nature's compensation for the trying climate—the sea. It was while discussing this unsatisfactory state of affairs with a motorist that the suggestion was made that car-owners in Hongkong, who do not possess a maid-servant, should provide themselves with a portable tent arrangement which can be erected against the car. At home, these have become most popular for camping parties and picnics, and the whole equipment can be packed into a very small space. With so many attractive little beaches in the Colony, the suggestion should be widely adopted, for it is quite obvious that unless specially favoured, residents must provide their own bathing facilities.

SUNBEAM AGAIN.

Le Mans 24-Hour Race.

Bugatti is reported to be thinking of entering for the 24-hours race at Le Mans on June 18th with one of his Grand Prix cars, fitted with a four-seater body. This car will be sold after the race, with a guarantee of 190 k.p.h., that is, nearly 119 m.p.h. The Sunbeam-Talbot-Darracq concern is also thinking of entering for this race.

RULES AGAINST HORSE.

Miller McClintock, traffic expert for the Chicago Chamber of Commerce, recommends that the horse be banned from the streets of the metropolis as a means of speeding up traffic. "One team of horses makes 100 motor trucks slow down to the pace of the animals at a walk," says Mr. McClintock.

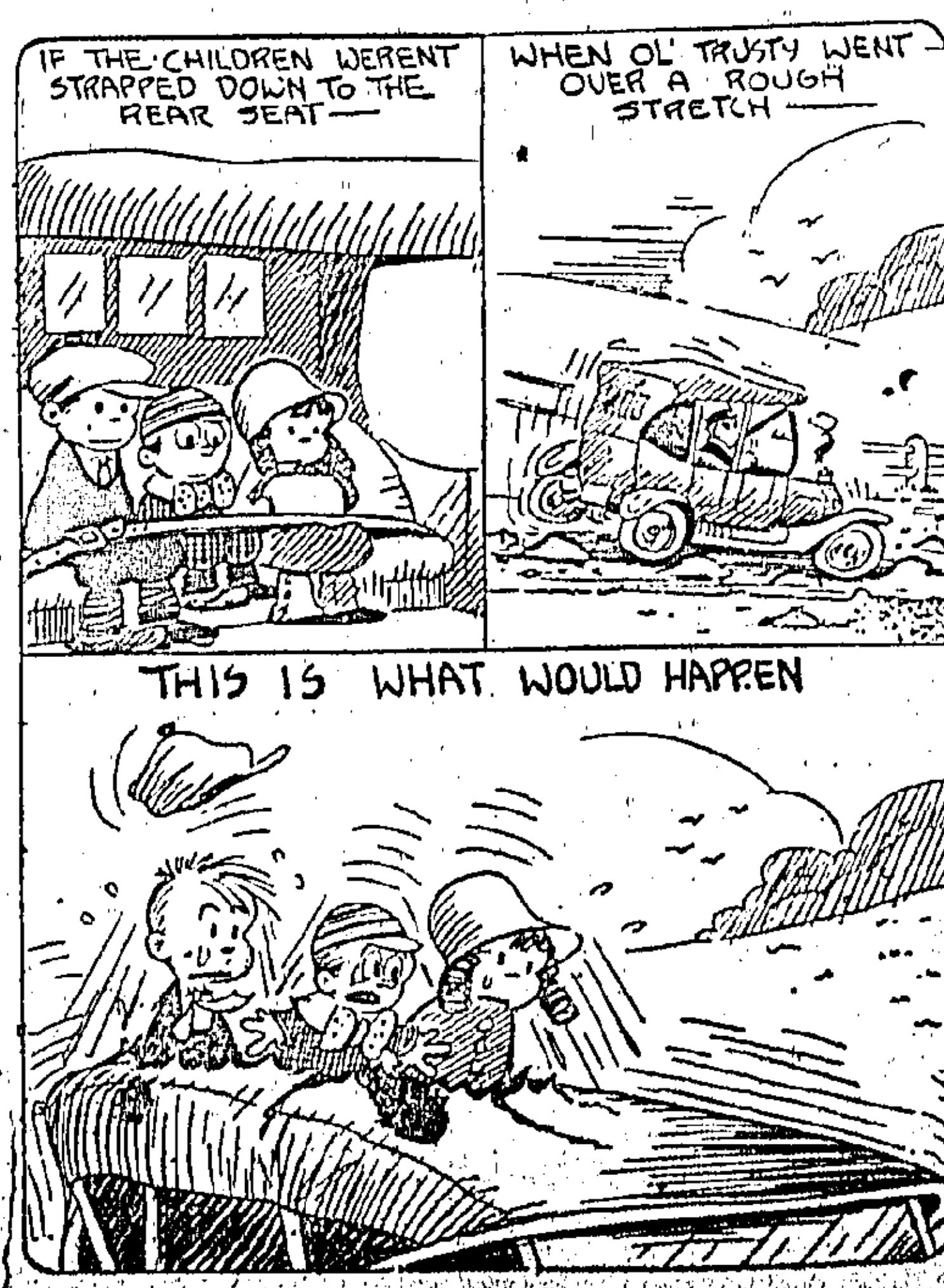
COMMEMORATION.

It is proposed to give the name Gordon Bennett to one of the Paris streets. This will be a fitting commemoration of the late James Gordon Bennett, who, in addition to many other activities, instituted the series of real international races named after him.

This car will be sold after the race, with a guarantee of 190 k.p.h., that is, nearly 119 m.p.h. The Sunbeam-Talbot-Darracq concern is also thinking of entering for this race.

AN AMERICAN VIEW.

There are now about 675,000 private cars in Great Britain says the Boston News Bureau, but according to the statistics of speed-up traffic. "One team of horses makes 100 motor trucks slow down to the pace of the animals at a walk," says Mr. McClintock.



THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



MobilOil

Make this chart your guide

NOT TO SELL BUT TO HELP YOU TO BUY.

Usual advertising is written from the seller's point of view.

In business it is still largely meum—my superiority—my prices—my, my.

The pity is that people are saying: "Oh, it is only advertising. Why pay any attention to it?" Advertising is forcing itself on us without manners or taste. It mars our landscape. It flashes and blinks at us at night. It howls and bawls at us all day."

MobilOil advertising is written from the buyer's point of view—from your point of view.

MobilOil advertising never tries to compel you to buy. It seeks to help you to buy. It is informative, not argumentative. It is co-operative, not combative.

Truth is our only principle. We were the first to explode the fallacy of non-carbon oils. Each MobilOil advertisement is checked, double-checked, and triple-checked by engineers.

MobilOil advertising does not boast. It is written to inform the public of these two facts; that oil is not just oil; that price is no measure of value.

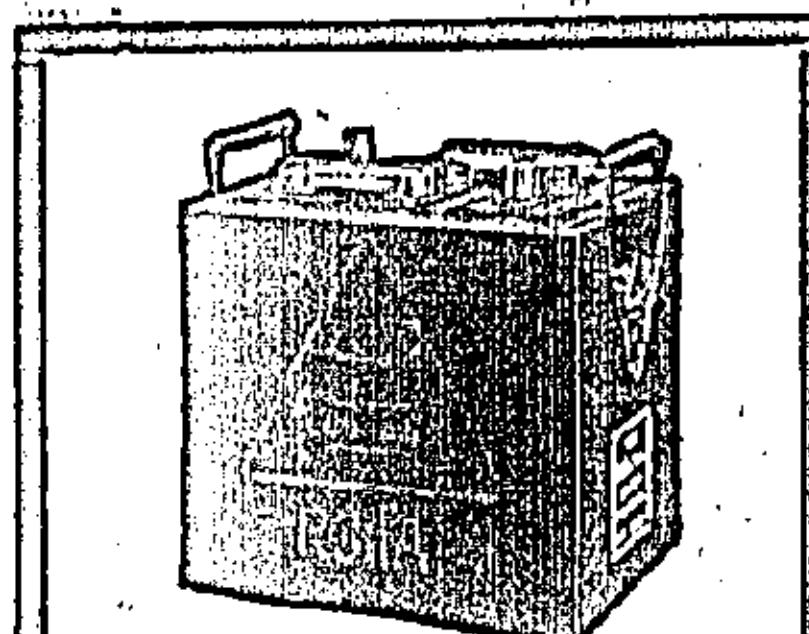
MobilOil advertising says only that MobilOil is the scientifically correct oil for your motorcar engine—that—in the long run—you will find MobilOil truly economical. We try only to render you a service—to help you to buy.

VACUUM OIL CO.

THE
MOTOR UNION
INSURANCE CO LTD
COMPREHENSIVE POLICIES AT
COMPETITIVE RATES

For full particulars apply to:-

THE UNION TRADING CO., LTD.
Prince's Building. Phone Central 587.



Uniform in quality,
with unusual power,
life and efficiency. A
size for every automobile.

THE DRAGON MOTOR CAR
CO., LTD.
33, Wong Nei Chung Road,
Happy Valley.

Columbia
Storage Batteries

ROADS AND CIVILIZATION.

A Historical Survey of Roads and
Road Building.

The history of Civilization may well be called the history of roads, and highways. Communication has always been a most essential requirement of any established community, where people are numerous and their very numbers demand roads for the unity and coherence which are essential to their preservation.

In the earliest civilizations of which we have record, roads have played a vital part in the growth and preservation of nations. Natural highways in Asia and Europe have been utilized time and again in the great migrations which have changed, and rechanged the political maps of the two continents innumerable times. Many of them have been trodden by so many millions of feet that they have become well defined highways, dating back beyond the time known to man at present. The famous Khyber Pass in India, used by countless hordes which flowed into India's fertile plains from Northern Asia, is one of the oldest of these natural highways. But the earliest roads constructed by any nation, so far as is known at present, existed in Ancient Egypt.

Egypt first comes to our notice about 7,000 or 8,000 B.C. At the time it was a flourishing and powerful empire. About 469 B.C. the Greek historian Herodotus, travelling in Egypt recorded a system of roads which then had existed for thousands of years. The River Nile has always been Egypt's main highway, but when Egypt held Nubia (now Abyssinia) and most of Asia Minor in vassalage, its roads radiated from the main cities of the Nile to all points of importance in its empire.

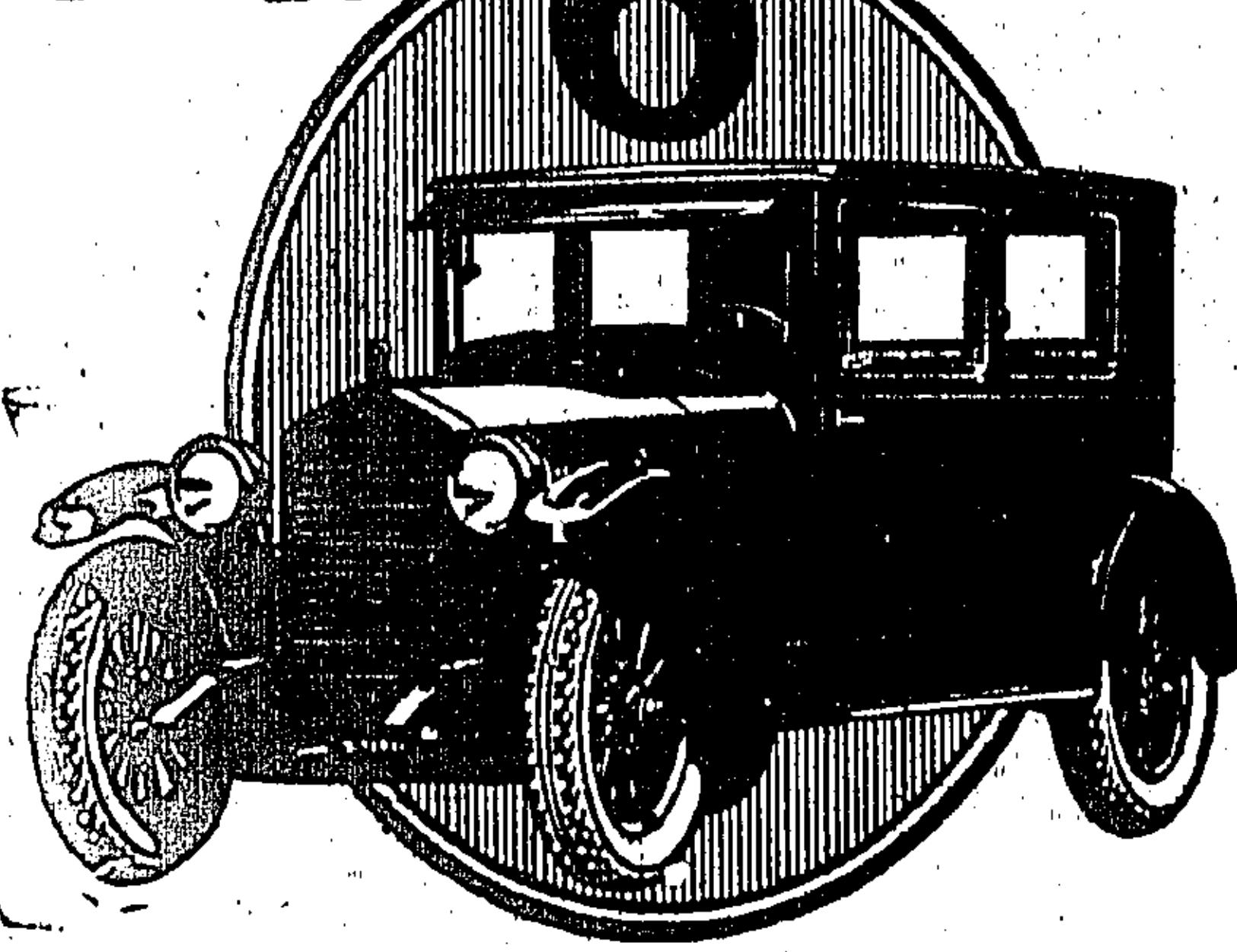
The glories of the ancient Persian Empire were maintained to a great extent by a well kept system of roads. The title of "King of Kings" was boasted by the Persian monarchs largely because of the mobility of their trade and military forces, both of which were aided by their trade routes and roads. Herodotus reported a well kept road 3,400 kilometres long, running between the former cities of Sardis and

straight-eight can be briefly summarised under four heads: (1) High ratio of mean to maximum torque; (2) the reciprocating parts are in both primary and secondary balance; (3) more efficient cooling than an engine with a lesser number of cylinders for a given piston displacement; (4) decreased stresses in the working parts for a given piston displacement and a given speed. A detailed examination of these claims shows that the straight-eight engine has marked advantages over all other cylinder arrangements for the two types of vehicle under consideration—that is, the large, high-power, luxury car and the sports chassis. Both the luxury vehicle and the sports car are fitted with fairly large engines, judging by present-day standards, and it is for these larger-sized power units that the straight-eight is particularly suitable. The straight-eight applied to either type of chassis offers to the manufacturer an engine which, while approaching as near to mechanical perfection as present-day limitations will permit, is yet an economical manufacturing proposition.



Modern love is made much quicker, but doesn't seem to last as long.

ESSEX "COACH



The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker, and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company, that the public actually goes riding in Hudson and Essex cars before the commitments for most of the raw materials are due for payment.

ESSEX SUPER SIX MOTOR CARS.

Touring	5-seater	G\$1,150
Coach	5-seater	G\$1,200
Sedan	5-seater	G\$1,250

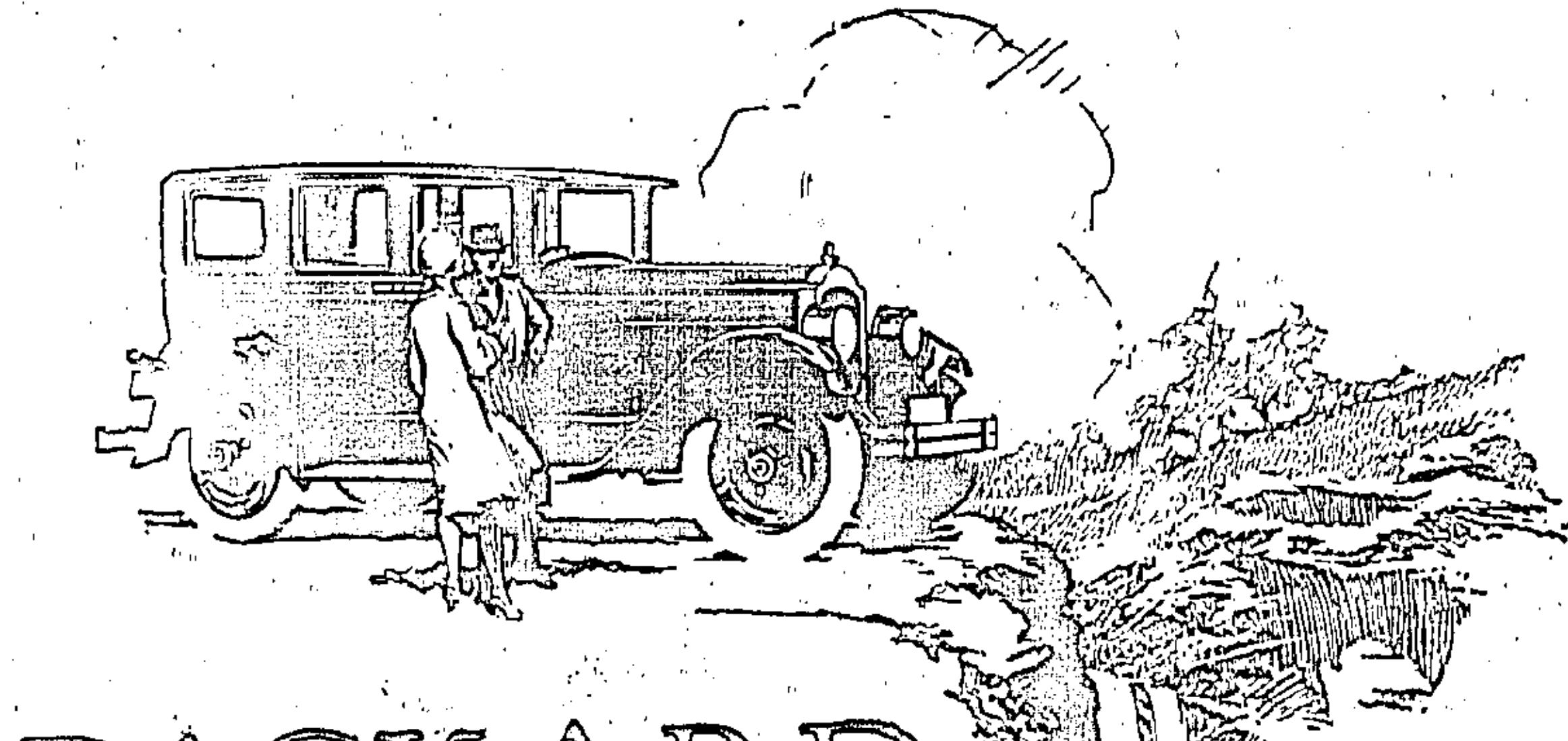
HUDSON SUPER SIX MOTOR CARS.

Touring	7-seater	G\$1,600
Coach	5-seater	G\$1,740
Sedan	5-seater	G\$1,840
Roadster	2-seater	G\$1,850
Brougham	5-seater	G\$2,035
De Luxe Sedan	5-seater	G\$2,215
De Luxe Sedan	7-seater	G\$2,330

The above prices are for delivery at your door in Hong Kong or Kowloon. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.

33 WONG NEI CHUNG ROAD HAPPY VALLEY



PACKARD

PACKARD cars have always appealed to the fortunate classes—to those who know and who love good things.

That Packard sales, in 1926, substantially exceeded in number those of any other car in the world of equal or higher price is, therefore, not surprising.

Clearly, Packard has retained first place in the affections of those best fitted to judge quality—diplomats, bankers, business leaders—connoisseurs able to appreciate surpassing merit.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.
33, Wong Nei Chung Road..... Happy Valley.

Katoomba Falls, Australia.
Packard quality is known where ever motor cars are driven.

QUALITY BUILDERS FOR A QUARTER CENTURY

Among the horses given a King's premium at the Royal Agricultural Hall show were the King's horse, an estimated total of \$75,000. London Cry, and Ardavan, the \$100 will be spent during 1927 for the engineering club of the Auto-club of Southern California's present champion holder.

MILLIONS FOR ROADS. state highways, according to the engineering club of the Auto-club of Southern California's city, county and California.

CHINA UNDERWRITERS, LTD.

FOR
ALL CLASSES
OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE:- ST. GEORGE'S BUILDING, HONGKONG. TELEPHONE: C. 1121-2

SOCONY

MOTOR OIL

MODERN OILS FOR MODERN MOTORS.

REFINED UP TO A Standard NOT DOWN TO A Price

AUSTRALIAN TRADE.

Sensational Development.

LOCAL PATRIOTISM.

The sensational development in the Australian Motor trade has attracted attention throughout the British Motor World. At the end of 1926, Mr. Cheney came to Victoria to take up the Chevrolet agency. He had an uphill battle, as the car was not popular locally, but that was six years ago and to-day, thanks to his organising ability and the very efficient service which his company, S. A. Cheney Motors (Pty.), Ltd., has developed, the Chevrolet leads all other cars and trucks in sales. On November 1st 1926, a notice appeared in the Victoria papers to the effect that General Motors, Ltd., intended in the future to assemble and distribute their own cars in the Australian market. The result of this might have been to knock the ground from under the feet of The Cheney Motors, Ltd., had they not taken dramatic counter-action. In the same issue appeared a long notice by Mr. Cheney pointing out that due to the work of his firm and the thousands of pounds that they had spent in establishing the business the goodwill created for the U.S.A. had been practically due to the efforts of Cheney Motors, Ltd. The U.S.A. corporation proposed to take all this profitable business from the hands of Cheney Motors, leaving them with but a small portion and with no manufacturing activities. It was further pointed out that a number of men from the States were on their way to do in Australia what had been previously done by Australians. The Cheney organization had, however, purchased two businesses in Victoria, those of the Morris and Austin Cars respectively, and they intend to transfer about two-thirds of their successful organization into development work for these two famous British cars. As far as the Morris is concerned the new arrangements practically came into force on October 1st and Morris sales and deliveries in Victoria for the month were quite double the business of any previous month in the history of that Company. The Cheney Company are importing in large quantities parts of Morris and Austin Cars for assembly in Australia, to be fitted with Australian bodies, all labour to be employed being Australian.

SPEED AND LIGHTS.

A Night Problem.

The relationship which exists between automobile head lighting and driving speed is being studied by electrical engineers in hopes of removing the greatest dangers of night motoring.

"An automobile travelling at the rate of 20 miles an hour when its headlights reveal an obstruction 100 feet ahead allows the driver 3.4 seconds in which to recognize the obstacle," according to a study made by engineers and reported in the General Electric Review.

Assuming that one second is taken for recognition and decision, there remain 70 feet for braking and other action.

WHEN SPEED IS TRIPLED.

"The same car and driver at 60 miles an hour have an entirely different problem. The single second taken for recognition and decision would bring the car within 12 feet or within one-seventh of a second of the obstruction.

"It is obvious that safety at this speed demands a recognition distance of far more than 100 feet. Assume it to be 200 feet and there remains 112 feet for braking.

"Where 70 feet is ample for deceleration from 20 miles an hour, possibly 200 feet would be required for a full stop from 60 miles an hour.

LIGHT MUST BE TENFOLD.

"The obstruction must therefore be first brought into view at 312 feet, with no margin of safety for momentary inattention or wrong decisions.

"To produce equal visibility by means of an automobile headlight would require 40 times the intensity at 312 feet that easily served at 100 feet."

"Let us assume that the more intense beam has been produced as desired. Then the real difficulties appear, for this more intense beam must be more studiously planned and more precisely formed to illuminate the field of vision, and above all it must be more accurately controlled to prevent it from producing a glare for the approaching drivers."

PETROL SUBSTITUTE IN SWEDEN.

Sulphite alcohol mixed with petrol and sold under the trade name "Latthetyl" is used in Sweden as a motor fuel.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

GASOLINE LEAKS.

Escape of gasoline from the fuel system is to be scrupulously avoided, on account of the fire danger which it creates. Dripings from the carburetor may be ignited by a backfire or by a spark from the electrical system and it does not require much gasoline on the floor of a small, tightly closed garage to impregnate its atmosphere sufficiently to lead to an explosion resulting from a lighted match, a hot carbon particle omitted from the muffler tail-pipe or an electric spark.

Fortunately, raw gasoline has a strong odour and whenever it can be smelt when coming into a garage, which has housed a car for some time, it is almost certain that the fuel system of that car is leaking. Practically all gasoline leakage met with is from the carburetor or at the connexions between it and the vacuum tank, but leaks at these pipe-unions seldom develop unless they recently have been disconnected. Overflowing of the carburetor is due to failure of its float-valve to close when and as it should and may be due to dirt between the needle-valve and its seat, lack of buoyancy of the float, disarrangement of the float-valve parts and (in old carburetors) to wear of the parts, preventing them from shutting off the gasoline supply at all or until the fuel level in the float-chamber becomes so high that gasoline continuously escapes from the spray nozzle. When the outside of a carburetor is found wet with gasoline, it is a pretty sure sign that it is leaking. Dirt lodged between the float valve and its seat can sometimes be flushed out by flooding the carburetor freely, which is accomplished by raising the valve off its seat by hand, either by means of the priming pin (if any) or by removing the float-chamber cover and lifting out the valve, when it can be cleaned. Unhonest floats and worn or bent parts, responsible for leakage can usually be replaced more cheaply and satisfactorily than they can be repaired. Every car should have a shut-off valve between the carburetor and its fuel supply, to close in case of carburetor leakage, and if none is originally supplied one should be installed. Soap rubbed on the faces of leaky

unions will usually make them seat tightly.

GASES BLOW BY INTO CRANKCASE.

Question: — When running on second speed or pulling hard on high gear, the crankcase oil of my — car gets very hot and oil smoke escapes through the breather pipe. My mechanic says this is caused by gases escaping from the cylinders. What is your opinion as to this. The pistons seem snug in the cylinders, so far as I can tell when the cylinder head is off. Spark-plugs do not get very dirty.

Answer: Your mechanic is doubtless right in thinking that there is considerable "blowing by" of gases past the pistons. Examining the pistons with the head removed would give you no indication as to how nearly gas tight they were. The best test for tightness of the pistons in their bores is by handcranking the engine. If there is a strong and well retained resistance to cranking as each cylinder is turned through its compression stroke, it indicates that there is little blowing down of gases into the crankcase to produce oil smoke, but if some or all the cylinders can be cranked through compression with very slight or only momentary resistance to cranking, it is evident that the piston-rings do not fit tightly enough to hold the gases in the cylinders. Sometimes air can be heard escaping with a hissing sound, when an engine with leaky pistons is handcranked.

SECOND GEARS DEMESH.

Question: — My — car will not stay in second gear. On the advice of a garage man I had new gears put in, but the trouble still remains. Can you offer me any suggestions for remedying this trouble?

Answer: Unless the meshing faces of the teeth are very badly burred and rounded off, the gears themselves are not usually responsible for de-meshing. Check up the following: That the second speed sliding gears mesh by the full width of their faces, when the lever is exactly in its second gear position. If they do not, the high and second gear shifting fork may have been bent. That the locking plunger enters the slot in the sliding bar positively and with the necessary force, when the gearshift lever is in second speed position. The spring of this plunger may be weak. Inspect the countershaft for endplay, for if this is excessive, the gears may be jarred out of engagement and also inspect the main shaft to see whether its forward end is so loose in the pilot bearing that it can cause uncertain mesh of the second gears.

BRITISH CARS IN AUSTRALIA.

A new company has been formed in Melbourne with a working capital of £500,000 to handle British cars in Australia. It anticipates selling 5,000 Morris and Austin cars during the next 12 months.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—

10% Off Motor Car Insurance
Free Legal Advice
Reliable Drivers Supplied
Free Mechanical Advice
Associate Membership of the
B. A. C. and A. A. London.

All Communications for
Membership etc. to:
REV. G. E. S. UPSDELL
Hon. Secretary,

P. O. Box 116.



THESE NEW FEATURES STAND OUT!

PETROL INJECTOR
FOUR DOORS
DUCO FINISH
REAL LEATHER UPHOLSTERY
ZENITH CARBURRETTOR

AND —

35 MILES

PER GALLON!

FIAT CARS ARE FINISHED IN STRIKING COLOURS

The 9-12 H.P. will carry four persons anywhere

Prices from, H.K.G. \$1,850.

EASY PAYMENTS TO SUIT ALL BUYERS

FIAT 509

EASY PAYMENTS TO SUIT ALL BUYERS

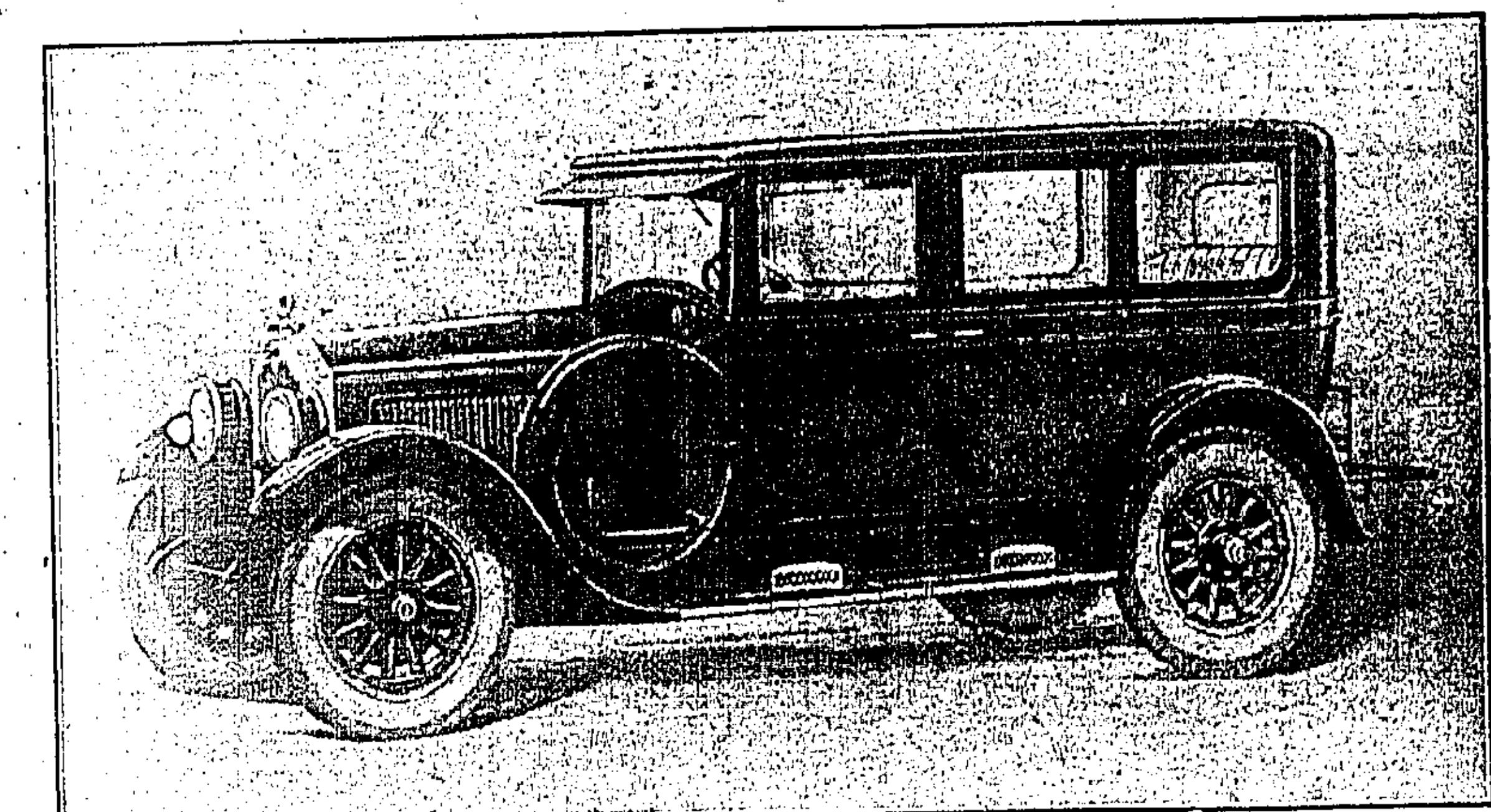
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SOC. ITALIANA. IMP. ESP. ESTREMO ORIENTE, LTD.

Managers—A. GOEKE & COMPANY.

China Building 3rd Floor.

TEL. C. 2221

Owning a Buick — — —
Reflects good Taste

Style and distinction in your motor car are important to you. Buy a Buick!

Then your car will appeal to your sense of good taste. There is a youthful smartness in the profile of this famous motor car which never grows tiresome, no matter how many Buicks you see.

And you see Buicks wherever you go—bought by people who value finer performance as well as princely beauty. Buick to-day is a mechanical masterpiece, with an engine literally vibrationless beyond belief.

Buy a Buick! It is a car you will be proud to own, and delighted to drive.

THE HONGKONG & KOWLOON TAXI CAB CO., LTD.
Sole Distributors for Hongkong and South China.

THE DRAGON MOTOR CAR COMPANY, LIMITED.
Authorised Sales and Service Station... Happy Valley

Better Than Ever

Following their traditional policy of constant improvement with no yearly models, Dodge Brothers Inc. during the past year have again vastly bettered their motor car. Never in a similar period have so many fundamental and popular improvements been made.

As a result, sales for 1926 were more than 30% above 1925.

Touring Car, G. \$1,125; Special Touring Car, G. \$1,175;
Sedan, G. \$1,325; Screen Commercial Car, G. \$1,320.
Delivered.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.

33. Wong Nai Chung Road, Happy Valley.



CHICAGO'S TRAFFIC.

New Rules Proposed.

Chicago, March 10th.—Radical changes in the administration of Chicago's metropolitan area traffic have been recommended in a report of the Metropolitan Street Traffic Survey by the street traffic committee of the Chicago Association of Commerce.

Miller McClintock, traffic authority who directed the survey, has recommended extensive prohibition of vehicular parking, restriction of the pedestrians' freedom in the use of streets and correlation of the existing 18 traffic jurisdictions within the city.

An ordinance has been proposed that would require pedestrians, when crossing the streets, even at cross walks, to yield the right-of-way to vehicles. The ordinance provides that "the pedestrian shall indicate his intention to cross by a timely and continuous warning by holding up his hand palm outward toward approaching traffic."

The outstanding parking and stopping restriction prohibits the parking of vehicles in the central district between 7 a.m. and 6.30 p.m. upon any day except Sundays and certain holidays. This does not apply to licensed taxi cabs in authorized stands.

The question of vehicles passing down the street car tracks within safety zones is handled by making it "unlawful for the operator of any vehicle to drive to the left of any safety zone when by doing so, such operator would unnecessarily delay the stopping of a street car for the purpose of receiving or discharging passengers at said safety zone."

The Ford Motor Co. of Canada Ltd., operates the largest automobile factory in the British Empire.

ROOM FOR MORE AUTOS.

LOOK TO THE LEFT.

Mr. John W. Prentiss, New York banker, says that there is no such thing as an automobile saturation point. He believes there is no limitation in the automotive field.

ROAD SERVICE STATIONS.

The California State Automobile Association has 430 official stations throughout the state for extending free emergency road service to its members, regardless of distance from the nearest station.

PREDICT CHEAPER ROADS.

Mass production may reduce expenditures in the construction of roads, predicts A. J. Brosseau, director of the National Automobile Chamber of Commerce.

NAME AUTO NEEDS.

English motorists, naming desired auto improvements in a plebiscite of *The Motor*, London, showed a preference for "much easier lubrication, easy starting, less frequent gear changing, reduced gasoline consumption, and trouble-free brakes."

ILLINOIS PAVES ROADS.

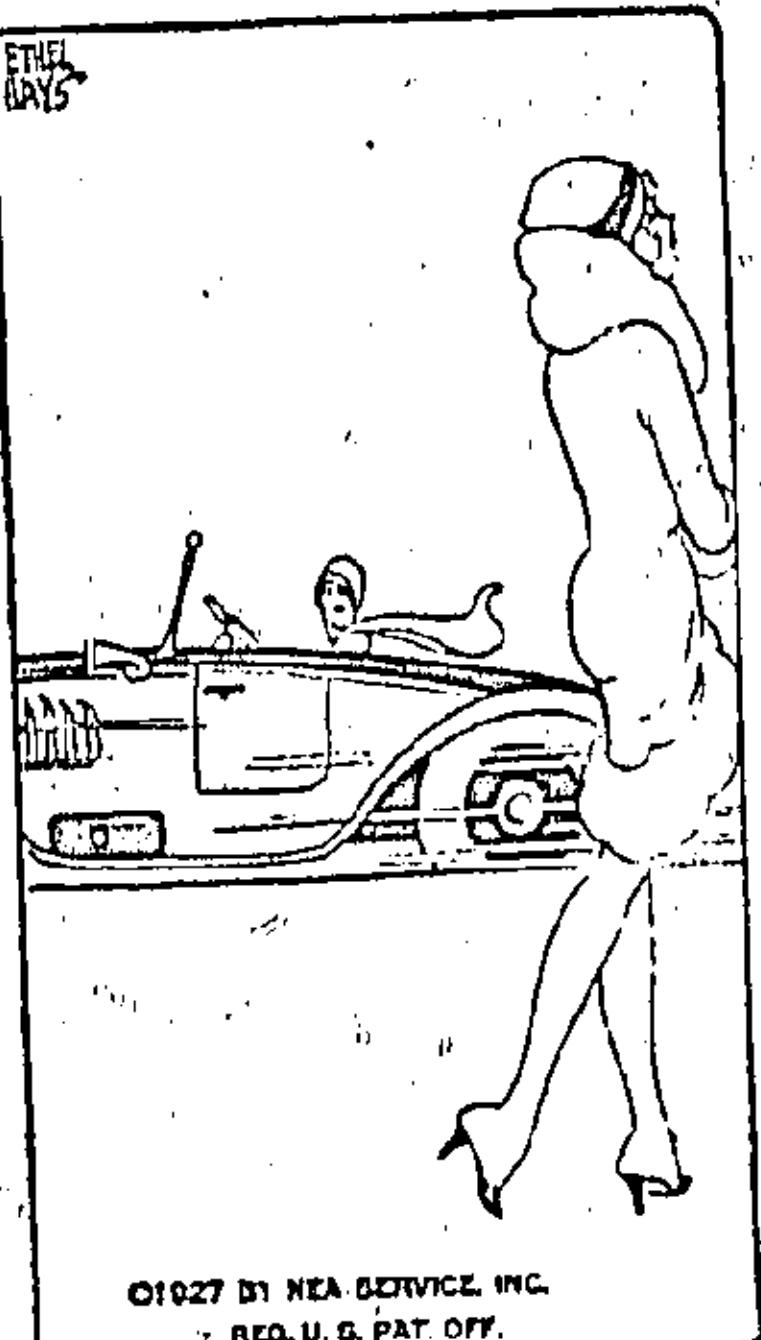
Illinois now has 5966 miles of completed hard roads in the state highway system. In addition, there are 1947 miles of graded roads that will be paved by next year.

LEFT TYRE WEAR MOST.

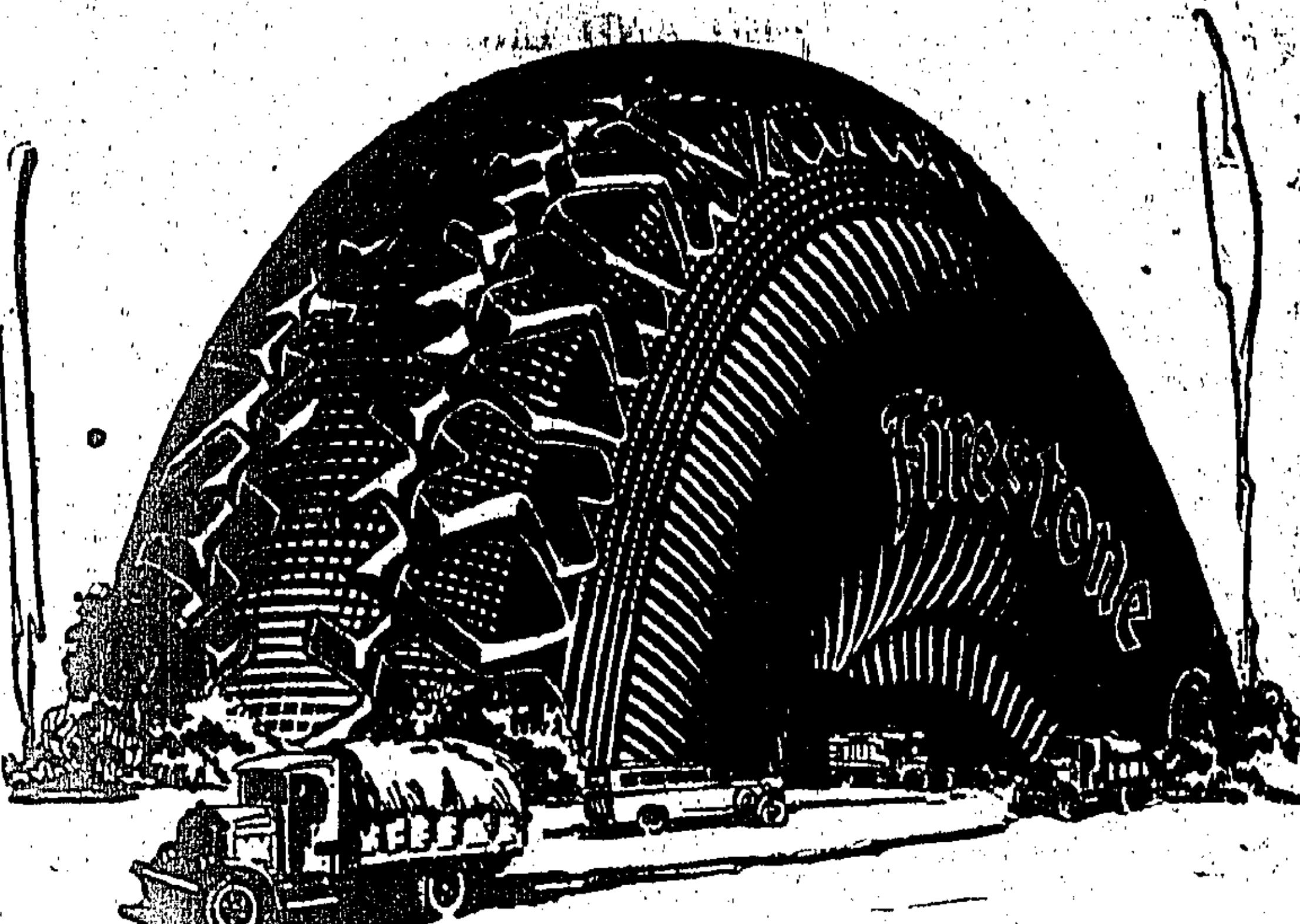
Tyres on the left wheels of a car wear faster than those on the right because the car is driven on the left-hand side of the road. The left wheels support most of the car's weight and come in contact with ruts, debris and the camber of the highway.

BUSES PAY HIGH TAX.

Motor buses in Oregon are paying nearly 10 per cent. of their gross revenue in taxes, according to reports filed with the state public service commission.



Curves that endanger motorists are not always in the road.



Powerfully Built for Heavy Cargoes

Powerfully built and reinforced at all points of strain, Firestone Heavy Duty Gum-Dipped Pneumatics insure longer mileage and fast dependable schedules for lorries and buses. Gum-Dipping, the Firestone extra process, builds maximum cushioning and tensile strength into the tyre by insulating every strand of every cord with rubber. This minimizes internal friction and heat—assuring longer life for the tyre and greater economy for the buyer.

Made within the Empire, this heavy duty Firestone is a tyre of utmost care in construction.

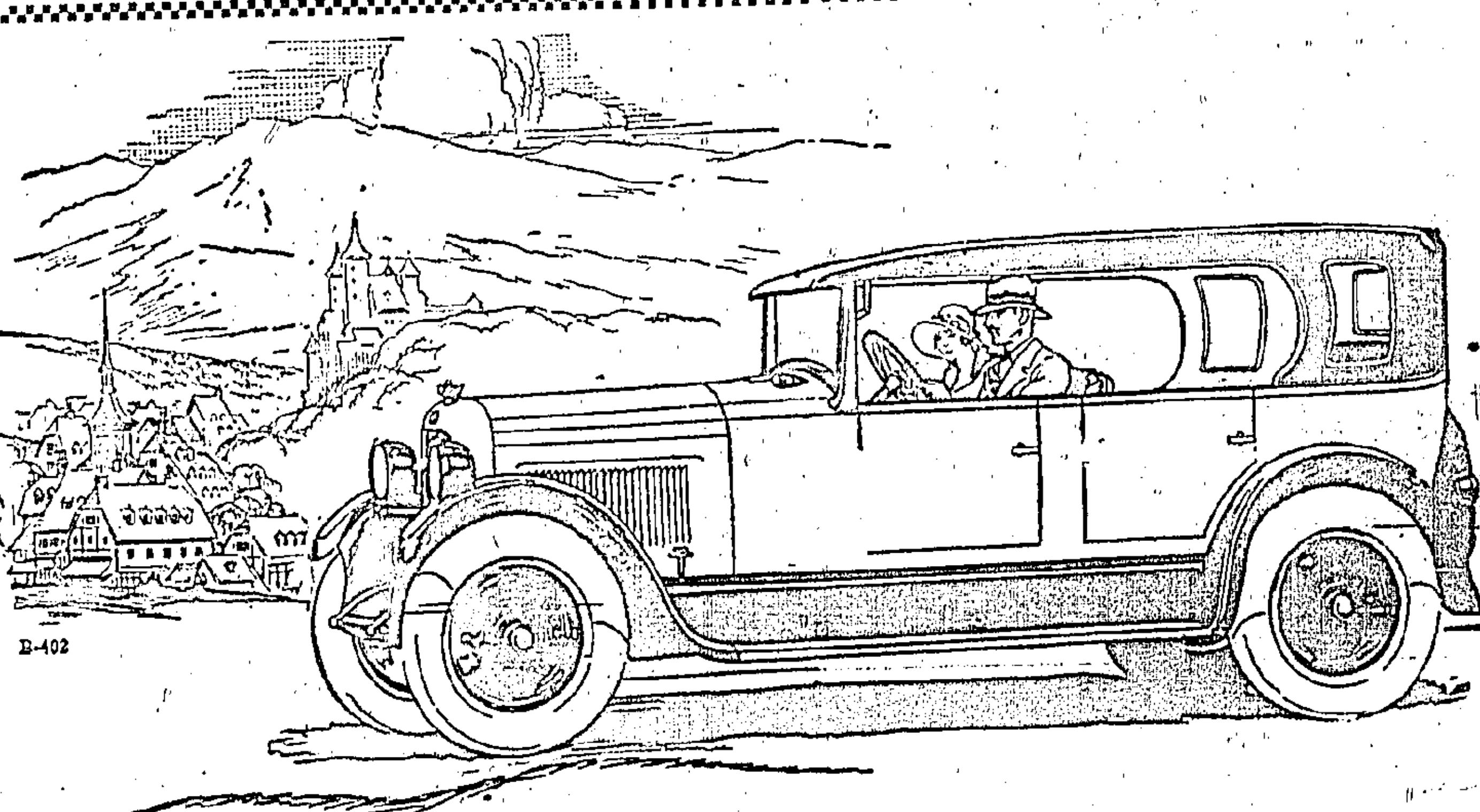


Firestone

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY



The Duplex-Phaeton is the Only All-Weather Open Car

PRICES OF STUDEBAKER CARS

STANDARD SIX

Deluxe Sedan	...G\$1,710
Sport Roadster	...1,485
Deluxe Victoria	...1,700
Tourer	...1,530
Berline	...1,780

BIG SIX

Duplex Phaeton	...G\$1,785
President Sedan	...2,675
Deluxe Brougham	...2,030
Tourer	...2,220
Berline	...2,755

THE Studebaker Standard Six Duplex-Phaeton is mounted on the rugged Studebaker chassis, and cradled on an extra long spring base, thus ensuring comfort and smoothest riding.

Under the bonnet is the quiet Studebaker L-head motor, known everywhere for its great, responsive power and its remarkable 100,000-mile performance.

Only Studebaker has embodied in open car design the ingenious feature of roller side enclosures which may be lowered instantly.

THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)
Car Sales and Phone Service | Phone Accessories | C. 4759 and Parts | C. 4602

STUDEBAKER

BUILDERS OF QUALITY

75 YEARS



(STOCKS CARRIED)

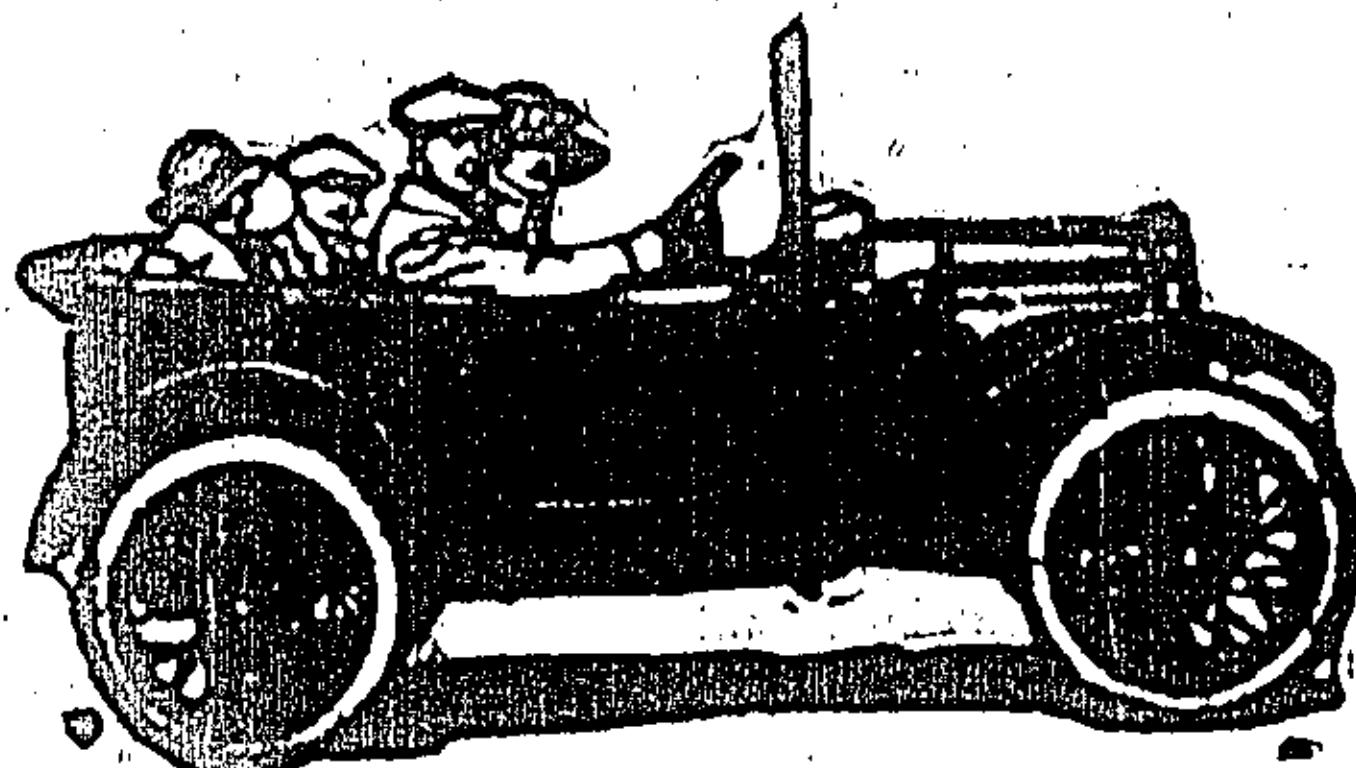
ALEX. ROSS & Co. (China), Ltd.

Sub. Dealers

KOWLOON MOTOR CAR & CYCLE EXCHANGE CO.

**STOP — LOOK — LISTEN
TIMES — HARD, MONEY TIGHT!**

Why throw away money on big car upkeep when the Austin "7" will do the same job for a cent a mile? It will take you there and bring you back. There is just as much pride in an Austin "7" as there is in a Rolls Royce!



25% DOWN

The easiest of deferred terms arranged to suit your individual pocket.

Stocks Carried

ALEX. ROSS & Co. (China), Ltd.

HONGKONG.

— and —

The Kowloon Motor Car and Cycle Exchange Co. KOWLOON.

**Some Features
of**

B. S. A.

**1927 MODEL
MOTOR CYCLES**

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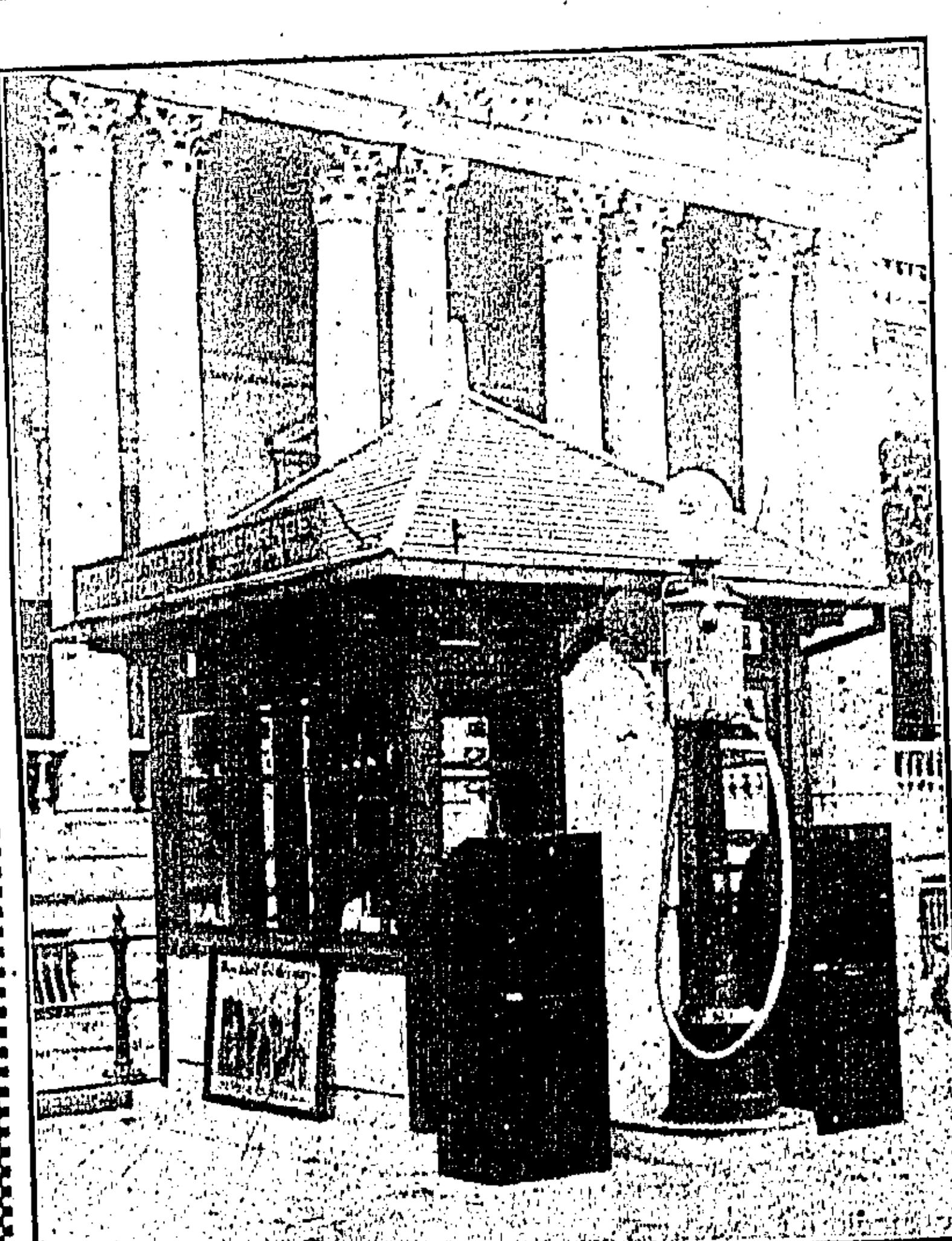
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PREVENTING SKIDS.

A Few Useful Hints.

(BY ISRAEL KLEIN).

When an automobile skids the driver might almost as well throw up his hands.

An outside force is at work which is more or less uncontrollable for the moment. The brakes more often are a hindrance rather than an aid, although they may be used sparingly to an advantage sometimes.

The most practical course is to "kid the skidding along"—direct the front wheels in the direction of the skid and let her go, taking the foot off the accelerator, but leaving the car in gear.

If the back of the car suddenly swerves to the left, turn the front wheels to the left and try to head the back off. The same action is applicable to the right.

Prevention of any skid is most advisable. And skids, no matter what the conditions, can be prevented.

Take snow conditions and the worst of them in traffic, when deep ruts of snow and ice have formed. It's hard getting out of these, without sliding all over the street. But it can be done.

The way to do it is to slow down almost to a dead stop, get into low, engage the clutch and pull out gently rather than with a jerk.

If the front wheels can't climb the rut and, instead, let the car slide along, there's better chance of getting out by reversing and turning the front wheels just enough to guide the back out. The rear wheels, held firmly in one direction, can't be jiggled back and forth by the ruts.

The dangerous skid is the one happening while the car is going down hill. That's dangerous because it's most likely to happen. Then, usually, the thoughtless driver coasts down hill, gathers momentum and applies his brakes with force. It's exactly opposite to what should be done when the hill is wet and slippery.

The hill should be taken in low gear to keep the car under steady control. The brakes should be applied evenly and steadily. They should be snubbed, or applied and released intermittently, so as not to burn out the brake lining, or give the wheels any cause to turn off their course.

An accident that happens on many a hill is a skid that throws the rear right wheel of the car into the curb. That means a broken wheel and possibly a broken rear axle.

To avoid this, either hug the curb closely, so that in case of a skid the rear won't travel far enough to strike the curb with the force required for such a break.

Or keep at a safe distance from the curb and drive down hill carefully.

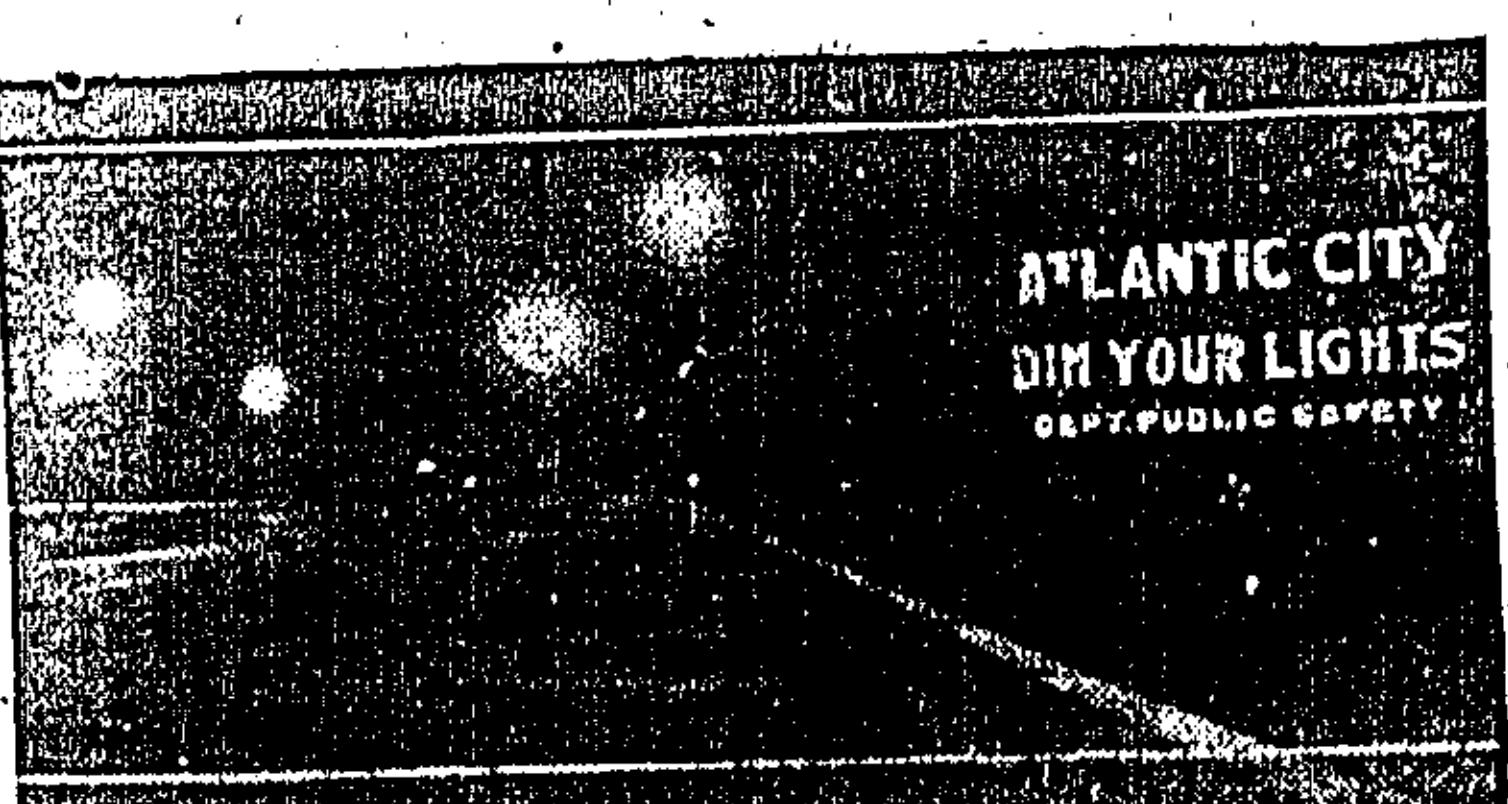
Don't put too much reliance on chains. Chains are good to pull you out of mud and snow ruts.

But slippery streets are just as dangerous for chain, as for unchained, tyres. In fact, while the chain links might grip well in some cases, in others they might work as ice skates, helping to slide the car into destruction.

**MORE CALIFORNIA
CARS.**

Registration of motor vehicles in California increased 11.1 per cent. last year.

NO NEED FOR HEADLIGHTS.



Atlantic City, U.S.A., demands that motorists dim their auto's headlights, and in order to make driving safe, has illuminated the road so well that headlights are not needed. A novel type three-in-one highway light, has an unusual reflector that casts all the light rays on the roadway, allowing none to escape overhead or off the road. Photo shows the road to Atlantic City illuminated by these lights.

FIRST AID.

National Service by the St. J. A. B. Men.

THE MOTOR PERIL.

A national scheme whereby all main roads in the country will be patrolled by qualified members of the St. John Ambulance Brigade ready to deal with motor accidents and injured pedestrians is now in process of completion in England.

All the workers are voluntary, and the scheme provides for the linking up of town to town and village to village in such a way that no area, however lonely, will be out of call of the brigade's services.

Major Darvil-Smith, who is in charge of the arrangements in Buckinghamshire, told a *Daily Chronicle* representative recently that there are now eight motor ambulance stations established in the county under the scheme.

"They are from 10 to 15 miles apart," he explained. "Linked up with them are first-aid posts at distances of from five to eight miles.

Each post has three or four persons trained in first-aid work within immediate call, and at week-ends and holiday times they are actually on the spot ready to give help.

"The men carry surgical haversacks which are fully equipped with materials for use in the case of accidents.

ROADSIDE CABINETS.

"We are also trying to establish on some of the principal roads first-aid cabinets, consisting of a box, the glass of which must be broken to get out the contents. Cabinets of this kind are already in use at Aylesbury and Slough.

"We hope to improve on the whole scheme gradually, and make it still more serviceable. We are asking local councils to assist us in the work. During the summer week-ends and on Bank Holidays we shall have road patrols on cycles moving up and down in case of need.

"The whole plan is worked through our local units, and I should like to emphasise that nobody gets any pay for what he does. A county fund is being inaugurated to pay for actual expenditure on ambulances and material, and in the more remote villages arrangements are being made to teach first-aid to likely volunteers.

POLICE CO-OPERATION.

"We work, of course, in close co-operation with the police who know exactly where our nearest patrol or post is to be found.

"As an instance of the need of the service, I may mention that our ambulance at Slough was called out nine times on a single Sunday last summer. That is, of course, on the Bath road, an exceptionally busy thoroughfare. The ambulances are for stretcher cases only, less serious accidents being dealt with by the patrols or first-aid posts."

At the annual meeting of the Carlisle division of the brigade it was stated that of the 578 cases dealt with during the year, 33 were directly the result of motor accidents. This meant that there would be an increased call for first-aid in that direction.

It was hoped that they in Carlisle might establish small stations five miles out of the city, where men could spend the week-end ready to deal with cases when the necessity arose.

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Chassis and Cab complete	... \$1,055
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GRAHAM BROTHERS 1-1/2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	... \$1,640
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Chassis with complete Cab	... \$1,775
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Stake Body Truck complete	... \$2,085

GRAHAM BROTHERS 2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	... \$1,785
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Chassis with complete cab	... \$1,920
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Stake Body Truck complete	... \$2,280
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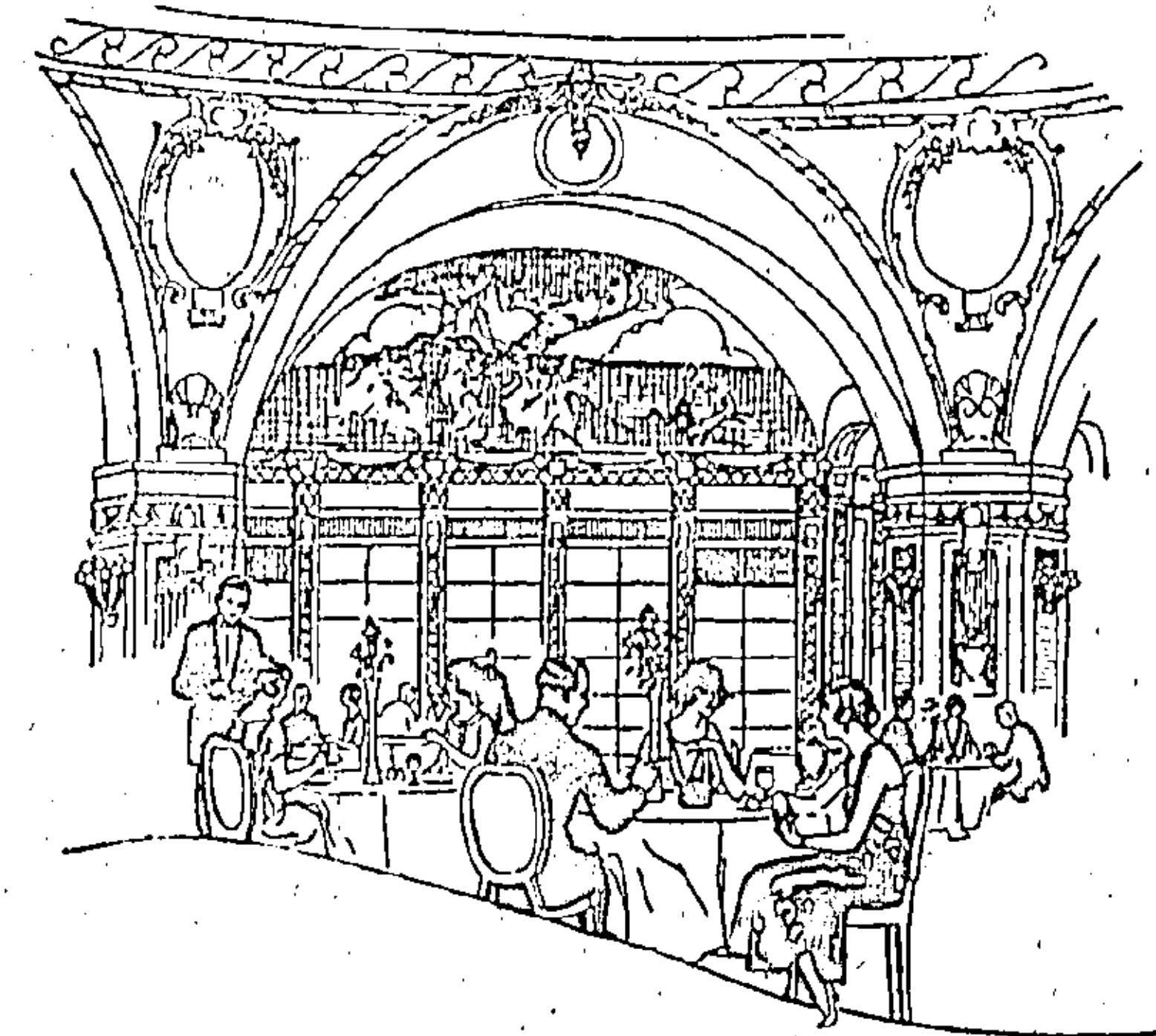
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COALDUST FUEL

USED IN EUROPE'S POWER WORKS.

Herr Hans Lutgens, a marine engineer, writes interestingly on the use of coal dust as fuel in Europe's biggest power works.

Early in December, 1926, the Berliner Grosskraftwerk Rummelsburg started working. These power works are the largest in Europe; they are, perhaps, the best equipped in the whole world, being fitted with all the most modern contrivances, he says.

The works are provided with 16 gigantic boilers. The stocking is done with coal dust, which has been proved to be the most economic and satisfactory fuel known. For the present purpose, its great advantage is its exceptional adaptability and enormous heating capacity—points of particular importance in electric works because of the great fluctuations to which such works are liable.

The method employed at Rummelsburg is the so-called "Lopulco" Coal-dust Stocking System of the Berliner Kohlenscheidungs-gesellschaft. This German system is already in use at the Paris Power Works in Vitry and the still incomplete works at Barking in London. But, whereas the Vitry boilers have a heating surface of only 6,500 sq. metres and the Barking boilers of 15,000 sq.m., the 12 boilers now in use at Rummelsburg have a heating surface of 20,000 sq. metres.

In the "Lopulco" system, the coal is pulverized in a special milling installation and forced into the fires by atmospheric pressure. Each fire is capable of burning 10 tons of coal dust per hour, thus producing 80 tons of steam.

The production of electric current by means of coal-dust stocking is considerably cheaper than with grate feeding. As it is possible to use coal offal, large quantities of lump coal are set free for other purposes. Owing to these multiple advantages, there is, in German industry, a growing tendency to adopt coal-dust stocking as far as possible. It will doubtless be employed in the big power works shortly to be built in Saxony. Many other existing electric works are busy converting their furnaces to the use of coal-dust; and it is to be presumed that many other power works, both in Germany and elsewhere, will adopt this highly recommendable system.

"TRENCH MOUTH."

WARNING TO WOMEN WHO KISS DOGS.

Mr. H. R. Oswald conducted an inquest at Hammersmith on Amy May Temple (41), the wife of a barrister.

According to the evidence of her sister, deceased had complained of a swollen neck and consulted Sir Frank Collier, who told her she was suffering from trench mouth, a condition that might have been brought about by a dog bite.

Mrs. Temple then admitted that her own Pekingese had bitten her. She said it was just inside her mouth on the upper gum. She was told to go home and go to bed, and a doctor and dentist attended her. On February 15, she collapsed on the floor. She gradually became worse after that, and died. Her sister had two dogs, and she knew that one of them was spiteful. Both had since been destroyed.

A veterinary surgeon told witness that their teeth were in a very bad state.

Cases Among Soldiers.

Dr. Leonard Citter said he was called, and was told that Mrs. Temple was suffering from trench mouth a term which came from the war, when there were a good many cases among soldiers in the trenches. He found Mrs. Temple's mouth to be very septic. She did not tell him that she had been bitten by a dog, but said that one of her dogs had put its tongue into her mouth. Witness examined her gums and saw no signs of a dog's teeth-marks.

Dr. P. M. Bronte, pathologist, stated he had made an independent post-mortem examination, and formed the opinion that the woman must have been suffering from bad teeth for a considerable time. Witness did not think that a dog could have bitten her in the mouth.

Death was due to coma and general blood poisoning, following inflammation of the mouth.

The Coroner said some women had a distracting habit of kissing their pet dogs. Whether that had anything to do with the woman's death he could not say, but evidence pointed to the chronic state of the mouth as being the real cause of the trouble.

A verdict of death from natural causes was returned.

THE NATION'S INCOME.

POSITION OF THE AVERAGE MAN.

In "The National Income, 1924" (Oxford: the Clarendon Press), Professor Bowley and Sir Josiah Stamp present with characteristic lucidity and force a comparative study of the income of the United Kingdom in 1911 and 1924, says Mr. William Graham, M.P.

The publication of the report of the Colwyn Committee on the National Debt and the incidence of taxation emphasise the importance of an analysis of this kind; it should be of the greatest service to members of Parliament in the forthcoming Budget debates, especially when debt appears to be static and there is prospect of increased tax burden; and it should also clear away much of the fog which surrounds discussion of the precise effects of national and local contribution to what are called social services. For much depends upon definite information regarding national income; the authors have supplied what is perhaps the most effective comparison of pre-war and post-war conditions.

The exclusion of Southern Ireland in 1924 is only one of many factors which make precise comparison impossible. But, including Southern Ireland, in 1911 the aggregate income originating at home is placed at £1,904 million, on certain adjustment £1,409 million is the total earned income and £802 million wages. The corresponding figures for 1924, excluding Southern Ireland, are £4,008 million, less interest to the United States, £2,860 million, and £1,600 million. On this basis wages were 42 per cent of the aggregate income in 1911 and 40 per cent in 1924; and the earned income as a percentage of the aggregate had moved from 74 to 71.

The authors give much valuable statistical material; but, as they recognise, British social and industrial progress still suffers from important deficiencies in that sphere. For that and other reasons the conclusions are cautious, but the principal results of the comparison may be stated in this way:

1. Measured in sterling at both dates the aggregate income of the inhabitants of Great Britain and Northern Ireland was rather more than doubled.

2. When duplicate reckonings are excluded the remaining income, which the authors call social income, increased only 90 per cent.

3. The effective increase of

prices was about 90 per cent; consequently the real social income was very nearly the same at the two dates.

4. The real income per head decreased 5 or 10 per cent, since population had grown about 7 per cent; this decrease is attributable to the falling-off of income from

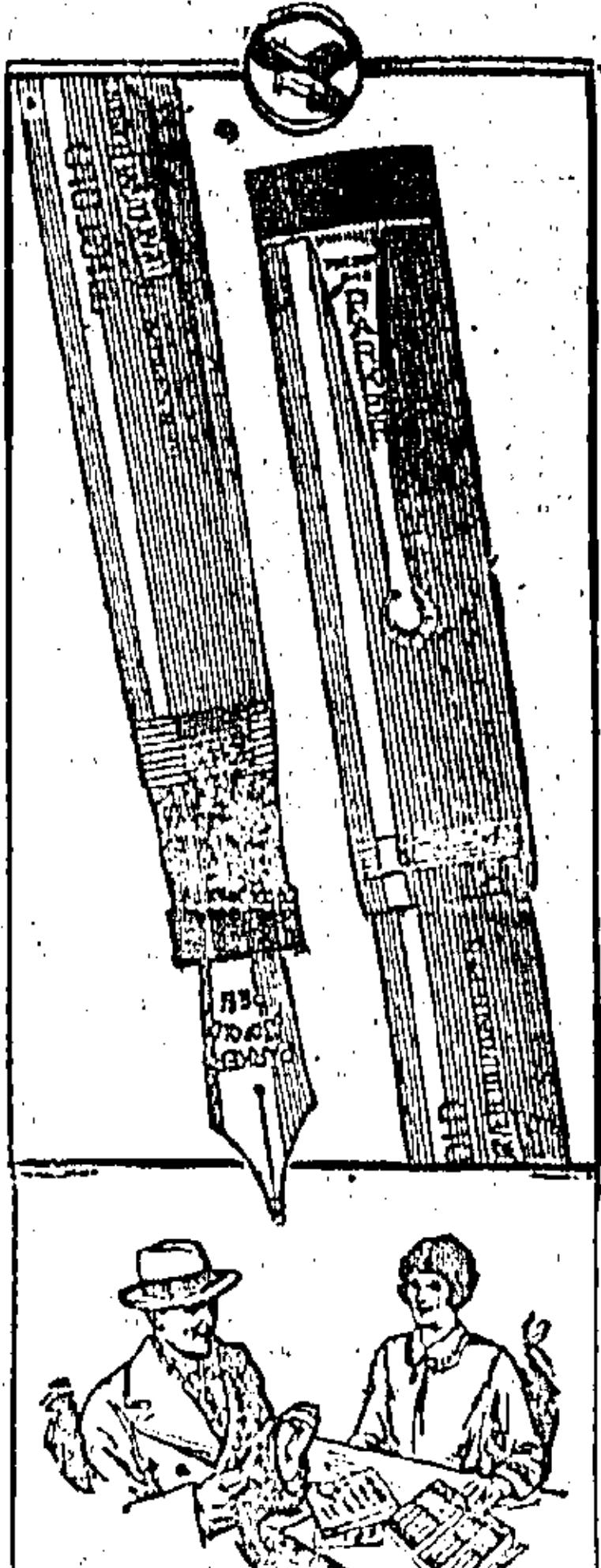
The deductions are of great public interest. In spite of increased unemployment and the reduced working week, real home-produced income was very nearly the same per head; the distribution of income between wage-earners, others earners, and unearned income was changed slightly in favour of the earning classes; manual workers on the average make slightly increased real earnings, to which must be added transfers for their benefit in insurance schemes and other public expenditure.

Profits as a whole, reckoned before tax is paid, form nearly the same proportion to total income at the two dates. Industrial advance is represented by the fact that within the wage-earning classes women and unskilled workers have received a substantial real advance in wages; the great majority of skilled workers made at least as much, after allowing for the rise of prices, in 1924 as in 1911.

The comparison also suggests that when the full effects of taxation are considered the rich have less real income available for saving or expenditure than before the war. Allowing for rise of prices, luxurious expenditure is definitely less than in 1911, but its concentration in small areas, and consequent advertisement, give it a place in public discussion to which its economic merits do not entitle it.

Laymen will hardly have the temerity to quarrel with the distinguished authors, especially in view of the scientific temper with which all their tasks are approached. But the impression which is left is that, taking a popular line through the thirteen years, taxation has laid a heavy hand upon the wealthy in particular; certain sections of the masses, especially women and unskilled workers, have improved their purchasing power; but the rest are economically very much where they were in 1911.

Moreover, it is clear that mere redistribution of the burdens of taxation as a method of social or industrial improvement is at best of limited value; hope lies in far greater efficiency within industry itself. In the remaining weeks of the financial year Mr. Churchill will earn public gratitude by giving the Bolsheviks a rest and bending his mind to this important public document; given a chance, its material would do much to reduce the mischief of the average Budget.



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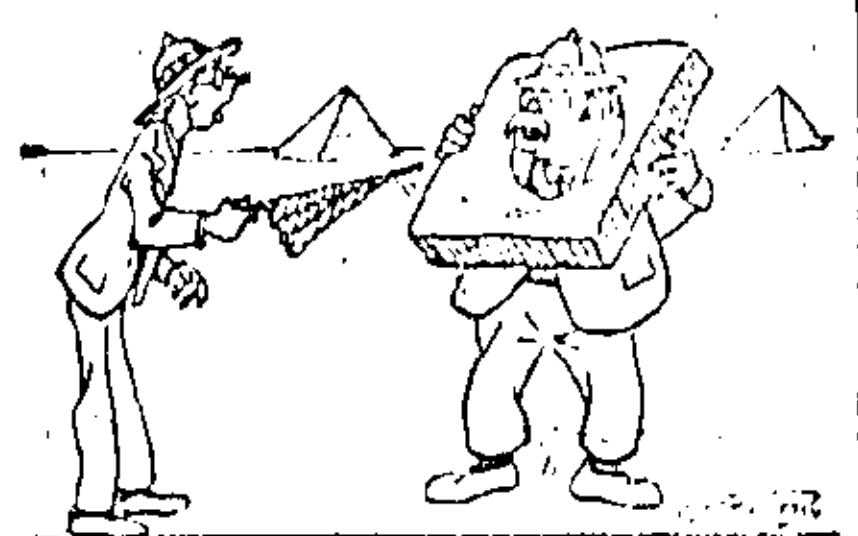
& A Merry Miscellany

ASNEY Sterne

A forgotten work by Schumann for two pianos, two cellos, and a French horn was recently revived at a London concert, and called forth from a none-too-erudite critic in one of the musical papers the opinion that the composer had employed a very extraordinary combination of instruments. Good heavens! Has the fellow never heard of Pjotr Smekh, the famous Jugos-Czecho-Slovakian composer, who has written no fewer than 3,573 compositions for far more extraordinary combinations of instruments than the foregoing? For instance, his "Value Neurotique et Hypochondriaque" in B double-flat major is scored for 14 church organs, two thi whistles, and a tambourine; while his "Nocturne in the Old Kent Road" in C double-sharp minor is scored for 29 portable harmoniums, 76 bagpipes, 2 muffled bells, and Big Ben. Space does not permit of my giving details of the remaining 3,569 works, but I may just mention that his noble Choral Symphony, sub-titled "Grog-Blossom-Time at Burton-on-Trent", requires, in addition to the usual voice-parts, a semi-chorus of Japanese singing mice and a solo quartet consisting of a nightingale, two tom-cats (alto and tenor) and a kettle just on the boil.

A writer in a contemporary has been complaining that the protracted fogs made February seem the longest February on record. Cheer up, brother! Perhaps March will turn out to be a quick March.

I have been vastly intrigued in reading about the discovery at Ur of the Chaldees, where the joint expedition of the British Museum and the Museum of the University of Pennsylvania are engaged in a spot of light excavating, of a manure set stated to be 5000 years old. In some correspondence I have had with my friend, Professor Pittenger Rottenbrieler of Politzauend, that eminent archaeologist tells me he has every reason to think that the manure set in question must have been Abraham's wedding-present to Sara. Unfortunately, he doesn't state the grounds for his opinion, and I know it is no use to ask him. "If Rottenbrieler says it is so, it is so" is his only answer to such questions. Some years ago he was grovelling about in the Sahara when he suddenly came upon a hole about the size and



shape of an ordinary coal-shoot. He hung it around his neck, triumphantly walked home with it, and announced to the world that he had found the long-missing eye of Cleopatra's Needle. When asked for proof, he merely barked out "Prove to me it isn't"—and, as nobody could do this, his word had to stand. It says much for the confidence the scientific brotherhood place in one another that when Rottenbrieler recently presented the museum of the Meteorological Office with a small dent in a piece of putty, and stated that it was that famous "secondary depression off Iceland" which we are always hearing so much about, it was graciously and gratefully accepted as such, and no questions asked.

"Have you heard that Mrs. Quiverfull's new baby was born

"HOPELESS POSITION."

SIR THOMAS BEECHAM ON BRITISH MUSIC.

Sir Thomas Beecham, speaking at the centenary celebration of Beethoven held in London, said they were at the cross roads of British music. They always were. (Laughter.) They lived musically in continual state of suspended animation. They thought they were forging ahead and making a move, and suddenly a fate intervened with little smacks in the face, and they started again with undiminished courage.

So far as Britain was concerned, music had never been in such a hopelessly bad position. Referring to the probable closing of Queen's Hall, Sir Thomas asked what could they think of a country which had not provided in advance for the continued existence of an institution which was one of the glories of this country, and by means of one individual

SHANGHAI "SPLIT."

BREACH WIDENS DAY BY DAY.

"GOVERNMENT" ESTABLISHED

While the Cantonese troops at Chinkiang are receiving serious setbacks, says the *Shanghai Times* of Monday, members of the local Kuomintang Government continue to bicker and quarrel among themselves for the control of the Shanghai district.

With General Chiang Kai-shek at the front and Mr. Wang Ching-wei en route to Hankow, the "outs" are taking advantage of the opportunity to break down the weak resistance before them and place themselves in power. The "outs", the majority of whom are the so-called Left Wing—composed of Reds and Labour Union agitators—have already gained a partial victory through the reported establishment of the Shanghai Special District Provisional Government.

This "Government" is composed of a committee elected to office at the 62nd political conference of the Central Executive Committee of the Kuomintang Party on February 1. Wu Ching-heng was appointed chairman with Tsia Yuen-pai, Nieu Yung-chien, Admiral Yang Sze-chwang, Tsiang Pah-chi, Chen Chi-tsai, Quo Tien-chi, Yeh Tso-chang, Yang Han-fu, Liu Hwei-ting and Yang Ken-kong. General Bei Chung-hsi and Wu Chun-sin were added to the committee later.

Inaugural Ceremony.

The inaugural ceremony was held on Friday, shortly after General Chiang Kai-shek's departure for Nanking, at the former yamen of the Shanghai Tsoyin. Admiral Yang acted as chairman in the absence of Wu Ching-heng, according to the Chinese press, and proposed that the committee meet at 10 a.m. daily and that the committee be "regarded as the highest organization in Shanghai and deal with all military, political and financial affairs locally, and direct the Shanghai branch of the Kuomintang Party.

Wang Han-jiang, Chairman of the Canton Road Street Union, has notified the Shanghai Provisional Government, according to the Chinese press, that his participation in revolutionary work was due to his sympathy for the doctrines of the late Dr. Sun Yat-sen and that he was unwilling to listen to Bolshevism and Communism. He, therefore, decided not to accept membership in the Executive Committee.

A handbill distributed at a recent mass meeting said:

"The revolutionary movement conducted by us is approaching a climax when hand to hand fighting with the imperialists is inevitable. The imperialists are endeavouring by subtle means to crush our revolutionary influence. The one man well-acquainted with these tricks is Wang Ching-heng. Therefore all revolutionary people should welcome Wang and ask him to resume office. In this way we shall secure leadership that will enable us to beat down militarism and imperialism. (Sgd.) Propaganda Department of the Shanghai Special District of the Kuomintang Party."

example. This little pet was 84½ feet long, 14 feet tall, and goodness knows how much round the tummy. It is absurd to suppose that it could die all at once. It probably took at least a week over the job, during which one could not reasonably expect the undead portions to loaf around waiting for the window-blinds to be drawn. Consequently dinosaur bone-sorts must be a very perplexing task, since I cannot for the life of me see how a sorter is to know whether he is handling the merry thought of a megalosaurus or the funny-bone of a brontosaurus.

The only news I have received from Professor-Barmion Crumpett this week is a somewhat cryptic telegram from Poona, which runs as follows: "Put me one ripe annas four pice each way Oxford for boat race. Send more melted butter and red lead at once. Can't find umbrella anywhere. Which do you prefer—Regent Street or Shreve Tuesday?" Am forwarding under separate cover large hole in piece of paper for use in case of fire or panic. How do you spell 'November'?" It looks to me as if the old fool had had a sun-stroke, or a sun-spot, or a spot-stroke, or something.

(Sir Henry Wold) to raise the credit of British music all over the world.

The Grand Brigand of Music. It was apparently he left to the tender mercies of the grand brigand of music, the B.B. Corporation, whether Queen's Hall was to be closed or not.

They saw in the country a continual encroachment on the sacred ground of art on the part of admirable inventions like the gramophone, and a constant diminution of the real thing, music. (Laughter.)

The promenades and symphony concerts at the Queen's Hall had done a great piece of work. All conductors knew how hard it was to get a "fiver" for music. People seemed to think they never could get a guinea's worth. If you were prepared to lose a thousand pounds, you could have a very bad festival. If you were prepared to lose two thousand, you might have a very decent one, and if you were prepared to lose £3000 you could have a great piece of art work.

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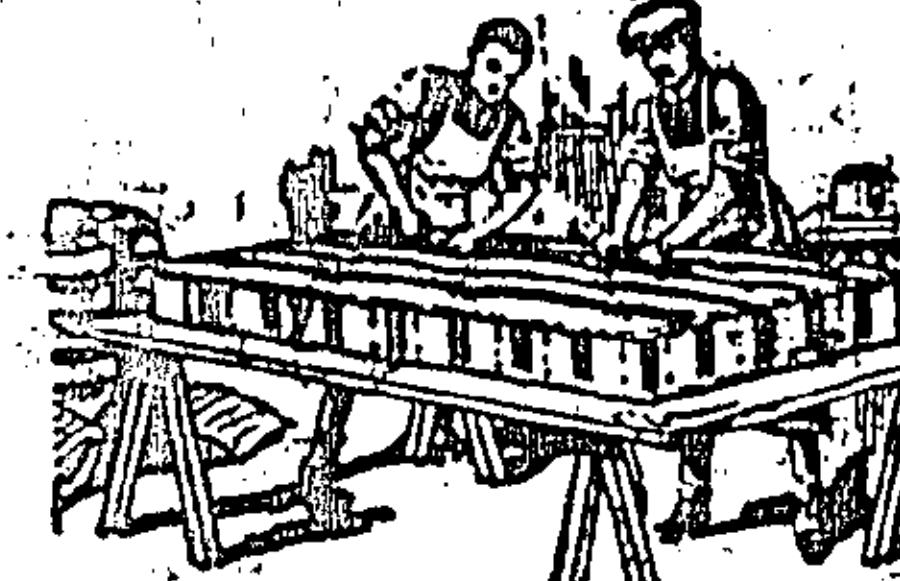
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The old favourites.

Boord's Old Tom & Dry Gins

"Cat" on Barrel Brand.

CALDBECK, MACGREGOR & COMPANY, LIMITED.

(Incorporated under the Companies Ordinance of Hongkong.)

51, Queen's Road-C.

Telephone 75 Central

PIANOS FOR HIRE

FROM \$12. PER MONTH.

THE ANDERSON MUSIC CO., LTD.

"LA PERLA DEL ORIENTE"

Made of CHOICEST MANILA Tobacco

See our "DE LUXE" Boxes

25 Invencibles

25 Magnificos

25 Imperiales

26 Bon Ton

25 CORONAS

Yours Truly
Tobacco Store

22 Des Voeux Road C.

(Phone: C. 1856.)

GREEN ISLAND CEMENT Co., Ltd.

MACHINE MADE WIRE-CUT BUILDING BRICKS

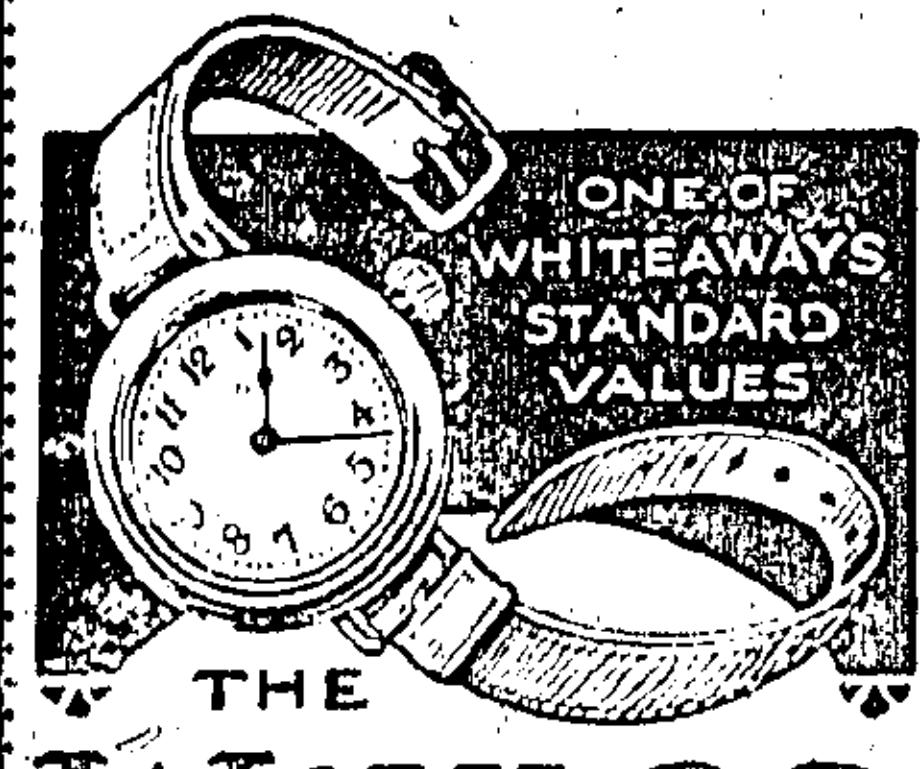
Stocks on hand

For particulars apply to:

SHEWAN TOME'S & CO.

General Managers
St. George's Building.

WHITEAWAYS STANDARD VALUES



THE "WAYLOO" WRISTLET WATCH

Highly polished nickel silver case, lever movement, keyless, pin hand set, white ivoryine dial Arabic figures, black hands, neatly made, a good reliable timekeeper, complete with grey leather strap.

STANDARD VALUE \$3.00
PRICE

THE WAYLOO WRISTLET

JUNOT'S MONSTER BATH TABLETS

Made in England from the purest materials obtainable, and exquisitely perfumed.

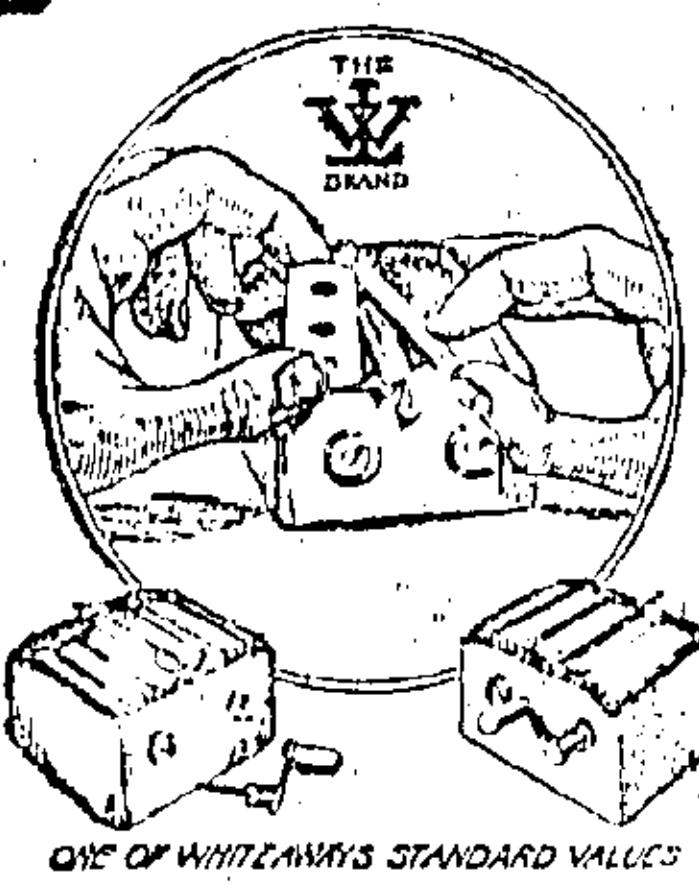
STANDARD VALUE \$2.50
PRICE

BOX OF 6 CAKES

JUNOT'S BATH SOAP



QUIK-STROP



THE "QUIK-STROP" STROPPER

This stropper is well made and will give most satisfactory results. Will save the expence of new blades.

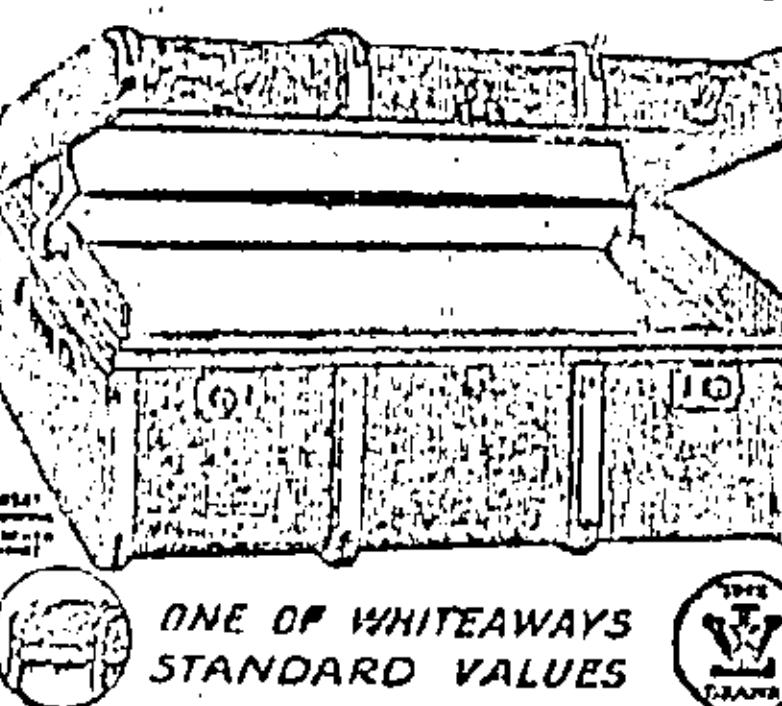
STANDARD VALUE \$3.50
PRICE Each

THE "OCEAN" TRUNK

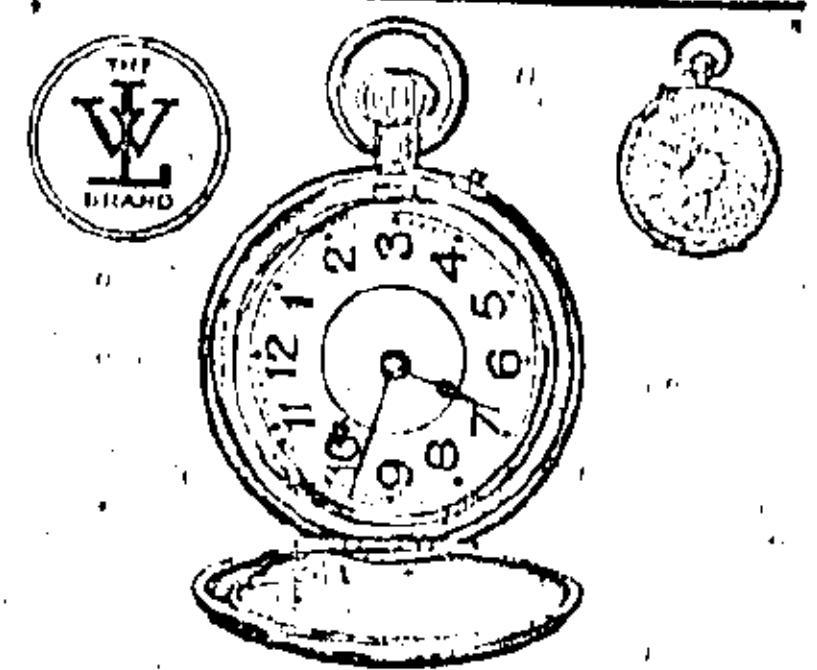
Best three ply birch body covered green-proofed jute canvas, solid bottom tray, paper lined, two locks and leather handles. 36 inches, size only.

STANDARD VALUE \$15.50
PRICE

"THE OCEAN" TRAVELLING TRUNK



THE "MARVO" POCKET WATCH



THE "MARVO" POCKET WATCH

One of our new lines in watches. Full size hunter, engine turned nickel case. Ivoryine dial, black figures and hands.

STANDARD VALUE \$3.50
PRICE

ONE OF WHITEAWAYS STANDARD VALUES.

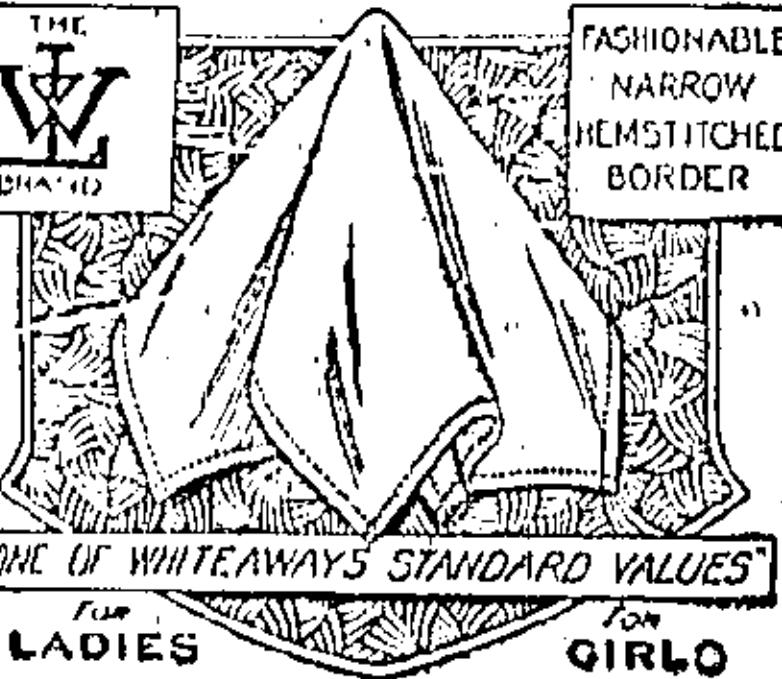
THE "UNEEDA" WHITE LAWN HANDKERCHIEF

Snowy Lawn of a fine wearing quality. Quite inexpensive but a dainty handkerchief for any occasion. Hemstitched border.

Size 10 ins. sq.

STANDARD VALUE \$1.00
PRICE

"UNEEDA" WHITE LAWN HANDKERCHIEF



THE "SOEASY" POLISHING OUTFIT



THE "SOEASY" BOOT POLISHING OUTFIT

Complete in neat tin box with brush, pad and polish. Black or Brown.

STANDARD VALUE \$1.00
PRICE

THE BEST VALUE FOR THE LEAST PRICE.
WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

KOWLOON BOWLING GREEN CLUB.

(Continued from Page 5.)

He concluded his remarks by proposing that Mr. B. Wylie be elected Vice-President. He said that during the time Mr. Wylie had worked on the committee he had done much for the Club. He remarked, amid laughter "his remarks sometimes are very antagonistic, but we take that for granted, but whatever he says is always for the good of the Club." He concluded by saying he did not think they could have a better Vice-President than Mr. Wylie.

Mr. P. T. Farrell seconded and the resolution was carried.

Mr. Wylie, in expressing thanks, remarked that if ever he had been antagonistic, it had been for the betterment of the Club.

The chairman proposed and Mr. J. McLachlan seconded that Mr. Allan Chapman be elected hon. secretary.

In associating himself with the proposal, Mr. Wylie said he thought they had made a very good choice. In the first place Mr. Chapman was an excellent bowler, and at the same time he was practically a new member, one of the younger members of the Club. It was men like him to whom the Club had to look for the purpose of assuring the future of the Club. It was the committee's desire to see young members among its officers every year. (applause.)

Replying, Mr. Chapman said he would do his best, and appealed for co-operation from the committee and members.

Mr. W. P. Hedley was elected treasurer, on the proposition of Mr. R. Lapsley, seconded by Mr. D. Gow.

Life Member.

The chairman remarked it had been their custom to elect a life member of the Club, and called upon Mr. Lapsley to move a proposition.

In proposing that Mr. W. Russell be elected a life member, Mr. Lapsley said he thought Mr. Russell was one of the oldest present. When he arrived in the Colony their's was the first Club he joined, except for the Engineers' Institute, and he had spent more time at the Club than any other member. His skill as a bowler was well known to every bowler in the Colony, and although he left the full two years ago it was for good purpose, that of teaching a younger Club, and he thought Mr. Russell would come back before long.

Reinforcing that Mr. Russell was an old friend of his, Mr. Gow seconded and the motion was carried.

After thanking them for the honour bestowed upon him, Mr. Russell said he joined the Club in 1904, when it was not half the size which it was at the present, and they had only one bowling green. He thought that Mr. Ramsay, of Messrs. Butterfield and Swire, was one of the leading men in those days, and looked after the green. When Mr. Ramsay gave the job up, Mr. (Mr. Russell) took on the work, twenty years ago, and he had been looking after the greens ever since.

It had been a great pleasure to him to see the Club expand, both in the way of membership, and of acquiring more ground. He was sure that it was only because they wanted more ground, that their membership was not bigger than it was at present.

Committee Elected.

The general committee was elected as follows:—Messrs. W. Russell, R. Lapsley, D. Gow, D. Hazel, P. T. Farrell, D. Keith, and J. Hyde. The following were elected on the balloting committee:—Messrs. S. Gray, Atkinson, A. W. Eastman, C. Hatt, T. Ferguson, and D. Harvey and A. M. Holland.

Mr. Bond proposed a vote of thanks to Mr. Gow for his work as hon. secretary. He said Mr. Gow had worked very hard and devotedly for the Club and had been the mainstay of the committee.

In seconding, Mr. Dobbie warmly associated himself with Mr. Bond's remarks and the vote was carried with applause.

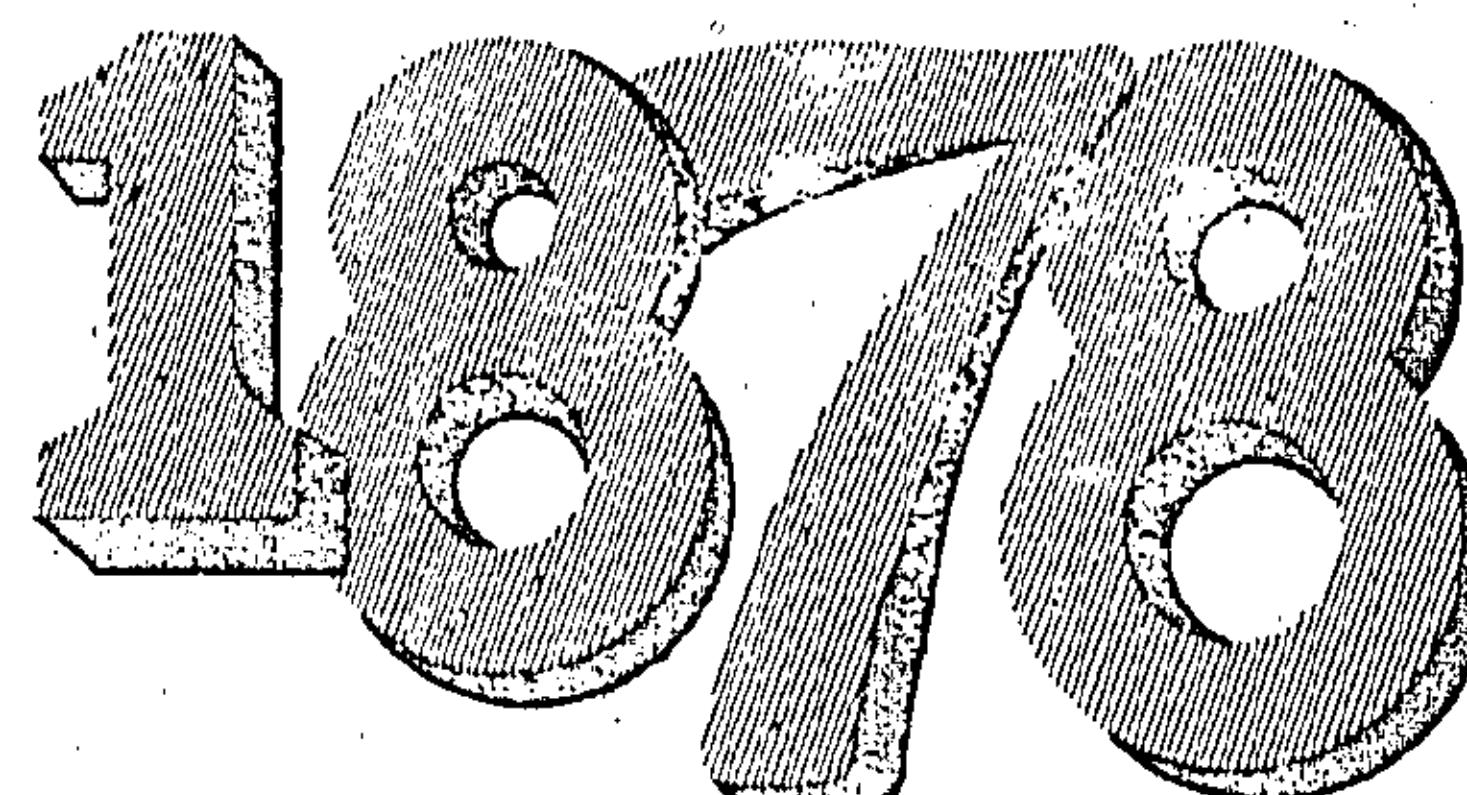
Mr. Wylie expressed thanks to Mr. McIntosh for his services as President during the past year, and also to Mr. Lapsley, his remarks being greeted with applause.

Mr. Gow expressed the thanks of the members to the Building sub-committee, composed of Messrs. Farrell, Henderson, and Duncan, for their praiseworthy work in seeing that the new Club house was properly built.

In proposing a vote of thanks to the out-going committee, Mr. D. Keith said they had been called upon to carry through a responsible work, and the Club House such as they now had showed that they had used excellent judgment in looking after their interests.

Prizes for the forthcoming season were presented by the following:—Mr. Bond, President, Mr. B. Wylie, Vice-President, Mr. P. T.

First manufactured in



The
"Three Castles"
will next year celebrate
its GOLDEN JUBILEE

50 YEARS
OF CONTINUOUS
POPULARITY



ALSO PACKED
IN REGULAR
50s AND 20s

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Castles⁹⁹
The Doyen of the Cigarette World



To Whiten Dull Teeth

A NEW WAY, based on advanced scientific principles, that lightens cloudy teeth; that restores off-color teeth to charming clearness

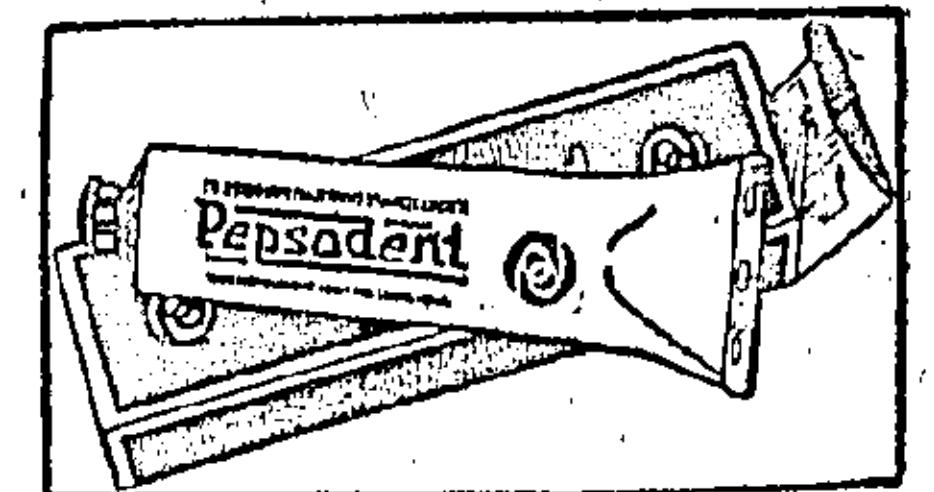
Send Coupon for 10-Day Tube

Mere brushing won't do
Ordinary dentifrices and cleansing
won't fight film successfully.

Now new methods are being used.
A dentifrice called Pepsodent—different in formula, action and effect
from any other known. Largely on
dental advice the world has turned
to this method.

It removes that film
And firms the Gums

It accomplishes two important things
at once: Removes that film, then
firms the gums. No harsh grit, judged
dangerous to enamel.



Based on modern research. Advised by
leading dentists the world over. You will
see and feel immediate results.

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W. S. SHERLY & CO.,
Dept. CH7-18, 6 Queen's Rd. Central, Hongkong.

I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name _____

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City _____

Give full address. Write plainly. Only one tube to a family.

SANITARY BOARD.

MARKET NEEDED FOR
KOWLOON TONG.

At the Sanitary Board meeting
on Tuesday, Mr. J. P. Braga, pur-
suant to notice, will move:

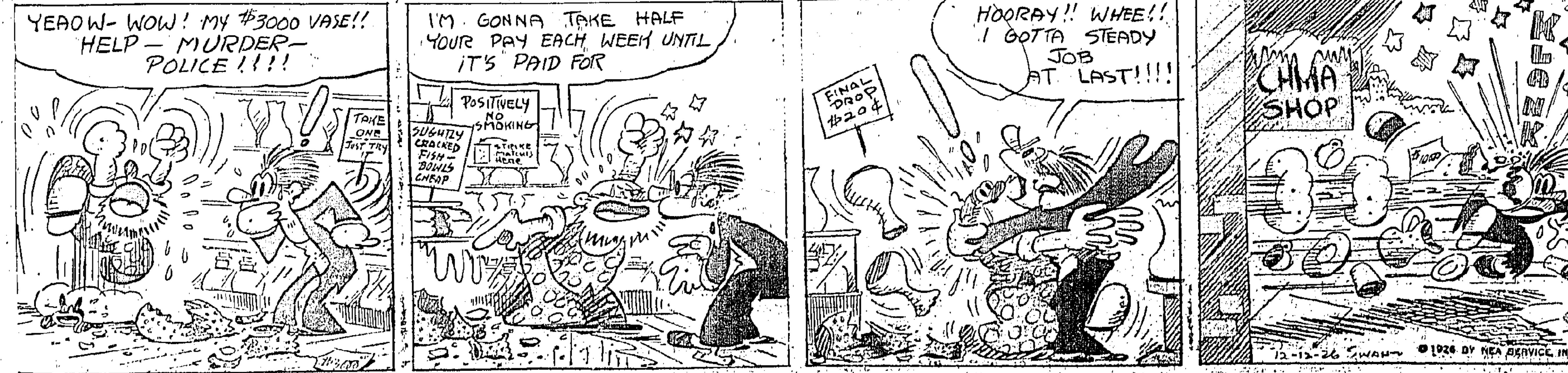
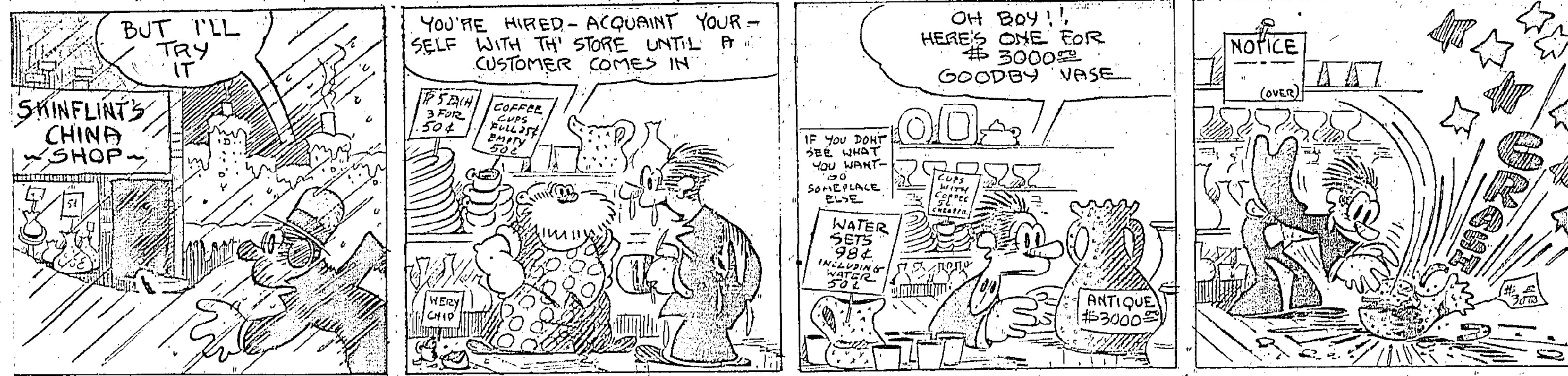
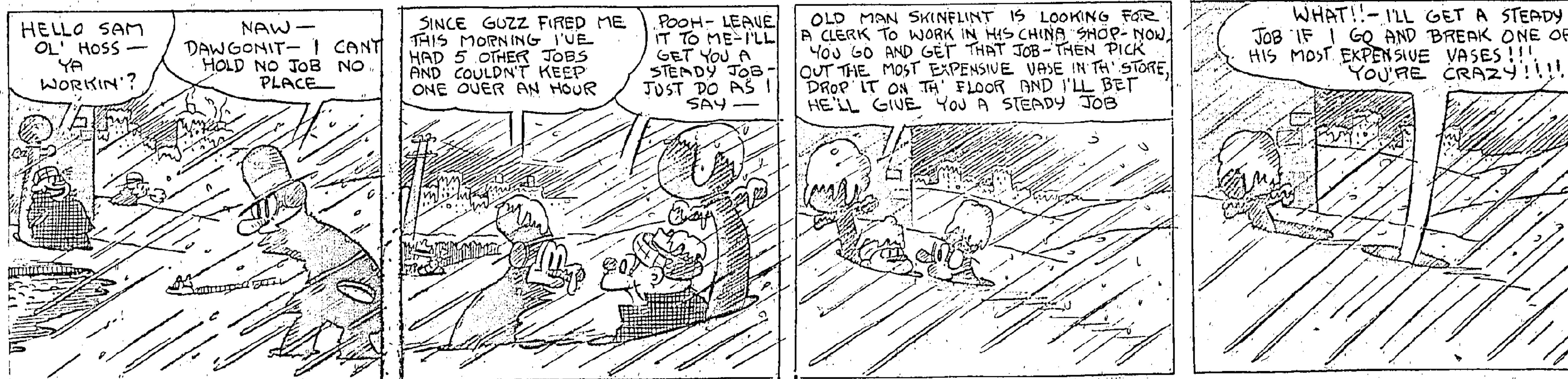
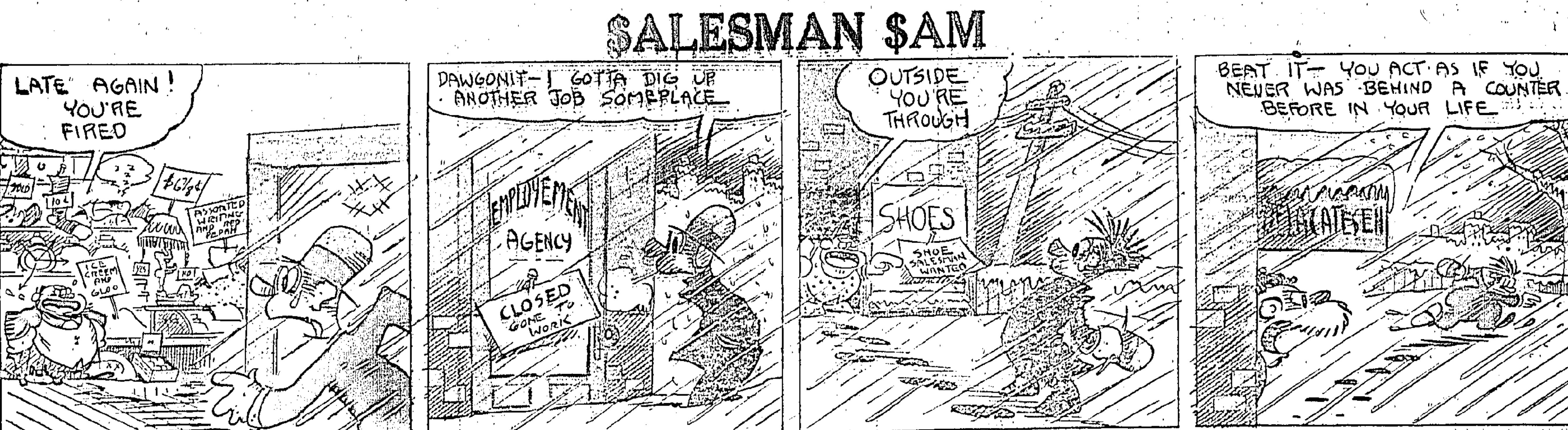
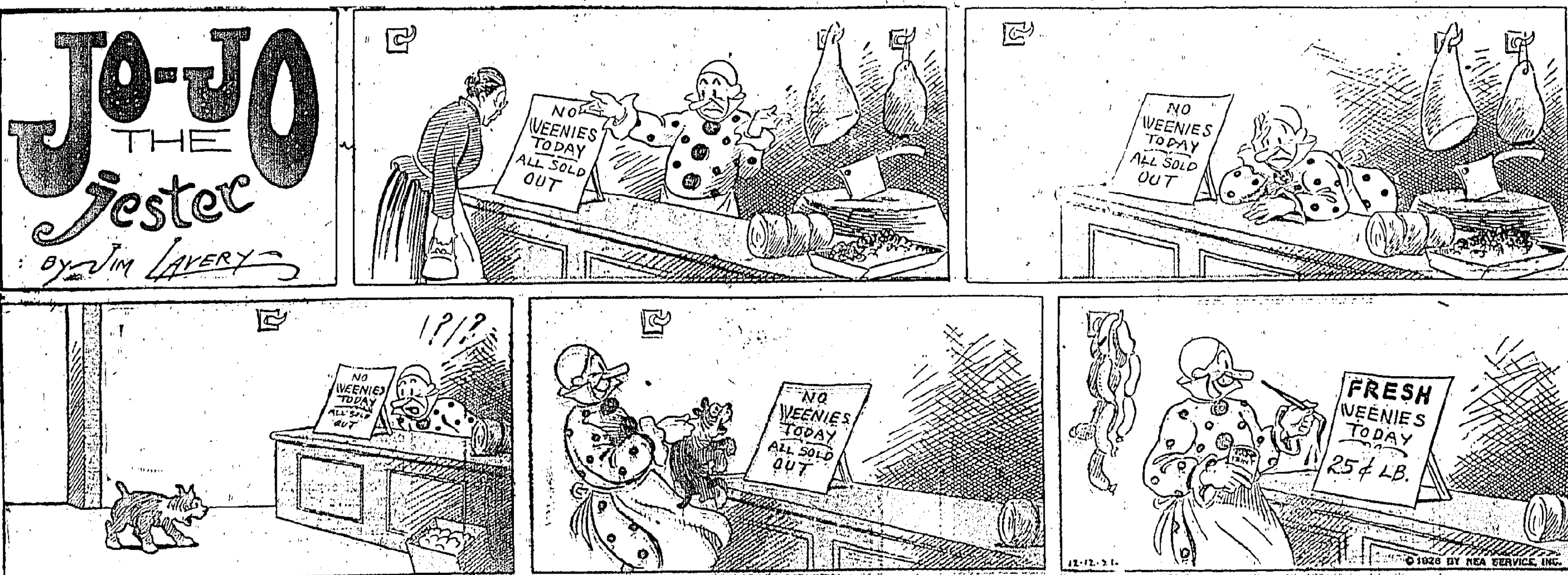
"That, in the opinion of the No. 91, Austin Road, Kowloon,
Board, a supplementary recom-
ground floor, as a dairy."

Farrell, Mr. D. Gow, Mr. C. E. Ewens; Messrs. Hazel, and Ferguson; "Tyneside" Cup, Messrs. Henderson and Co.; "Canning Town" Cup, Messrs. Bond and Hatt; Captain Branch, Mr. Rundell, Mr. Purslow, "Galloway" Cup, Messrs. Russell and Co.; "Auld Reekie" Cup, Tennis, Messrs. J. D. Thompson and T. Ferguson and Co.; "Belfast" Cup, Messrs.

recommend should be forwarded to
Government for the inclusion in
the Estimates for 1928 of a 4-stall
market at or in close proximity to
the Kau Lung Tong Estate."

Among other business is an ap-
plication for the registration of

"That, in the opinion of the No. 91, Austin Road, Kowloon,
Board, a supplementary recom-
ground floor, as a dairy."



WHITEWAVES FOR STANDARD VALUE

HOME FOOTBALL.

YESTERDAY'S MATCHES.

Division I.

Arsenal	2	Aston Villa	1
Bolton W.	4	Sheffield United	1
Burnley	3	Leeds United	0
Bury	0	Leicester C.	2
Liverpool	5	Cardiff C.	2
Manchester Un.	2	Derby C.	2
Newcastle U.	1	Huddersfield	3
Nottingham	1	West Ham	3

Division II.

Blackpool	6	South Shields	0
Clapton O.	1	Southampton	0
Darlington	2	Manchester C.	1
Fulham	4	Swansea T.	3
Grimsby	0	Reading	1
Nottingham	1	Oldham A.	1
Portsmouth	1	Burnley	2
Port Vale	3	Middlesborough	1
Preston N. E.	1	Hull City	0

Division III (South).

Brentford	1	Merthyr T.	1
Bristol City	2	Bournmouth	0
Brighton	1	Luton T.	1
Gillingham	2	Crystal Palace	1
Millwall	4	Exeter C.	1
Newport	0	Queen's Park	2
Plymouth	3	Charlton A.	1
Swindon	8	Bristol R.	1
Watford	1	Norwich C.	1

Division III (North).

Chesterfield	1	Nelson	1
Chester A.	3	Stockport C.	2
Doncaster R.	3	Stoke	0
Lincoln City	5	Durham C.	0
New Brighton	3	Walsall	1
Southport	0	Barrow	1
Tranmere R.	0	Hallifax Town	0
Wrexham	1	Bradford	0

LAWN BOWLS.

K.C.C. BEATEN BY K.B.G.C.

A lawn bowls match between rinks representing the Kowloon Bowling Green Club and the Kowloon Cricket Club was played on the latter's green yesterday afternoon, resulting in a comfortable victory for the visitors. The results were as under:

Kowloon C.C. K.B.G.C.

Hirst	Chapman	21	
Strange	Hazel	21	
Tachib	Hale	21	
Pile	19	Harvey	21
Hamblin	Duncan	21	
Wragge	Randell	21	
Goldenberg	Machaelan	21	
Gibson	24	Holland	16
Gorvin	Dobbie	16	
Harrison	Slipper	16	
Over	Farrell	16	
Hyde	8	Macfarlane	23
Kern	Stonham	23	
Petheram	Dixon	23	
Lammert	Muir	21	
Hill	17	Russell	21

A return match will be played at the Kowloon Bowling Green Club on Monday.

COMPETITION RESULT.

ONE FORECAST OF NINE.

The results of last week's matches again proved upsetting, there being very few competitors amongst the large number who sent in coupons, who allowed for four drawn games. The winning coupon contained nine matches correctly forecasted, and this was sent in by—

H. J. Ma,
c/o Radio Office,
Hongkong.

If Mr. Ma will call at this office we shall have pleasure in handing him the prize.

CRICKET.

UNITED SERVICES LEAD OVER K. C. C.

There was some heavy scoring in the first day's play of the cricket match between the Kowloon Cricket Club and the United Services on the K.C.C. ground yesterday, which commenced shortly after noon and closed at dusk.

The home team, going in to bat first, compiled 180, to which Bruce contributed 50, Goodwin 60, and Guest 33. Surg. Comdr. Hull took 4 wickets for 40. The United Services had scored 184 for the loss of 5 wickets, when stumps were drawn. This included a fine 81 by Capt. Dobbie, 42 from Lt. Tate, and 35 by Lt. Hunt.

The match continues to-day.

ICE HOCKEY.

OTTAWA "CENATORS" WIN WORLD'S CHAMPIONSHIP.

Ottawa, April 14. The world's championship in professional ice hockey was won by the Ottawa "Cenators" defeating the Boston "Bruins" 3 to 1 in the final of Stanley Cup Competition in the presence of 10,000 spectators. Reuter's American Service.

LAWN TENNIS.

On Tuesday, T. Honda accounted for W. B. Cornaby in straight sets and gave one of his best displays this season. He was placing well and using a lot of force behind his strokes. On innumerable occasions he left Cornaby looking at balls which were hopelessly out of reach.

Honda won the first two sets without any effort and took things easy in the third with the result that he lost four games in succession after he had been leading 3-1. Being 5-3 down, he took the next four games and match.

All the other Open Singles matches were also decided in three sets. H. D. Rumjahn defeated J. Ed. after a long struggle in the first set, while S. A. Rumjahn won easily against R. M. Henderson. Redmond disposed of Trimbisky and Morris beat Stark. The full results were:

Open Singles—T. Honda beat W. B. Cornaby, 6-0, 3-1, 7-6; S. A. Rumjahn beat R. M. Henderson, 6-1, 6-4, 6-1; H. D. Rumjahn beat J. Ed., 7-5, 6-1, 6-0; Capt. E. W. Morris beat C. C. Stark, 6-3, 6-1, 6-0; F. A. Redmond beat N. Trimbisky, 6-1, 6-4, 7-6.

Handicap Doubles—L. M. S. Lloyd and W. A. Nowers (rec. 2/6) beat C. H. Eldridge and J. Hall (rec. 4/6), 6-4, 6-1.

Handicap Singles "A"—G. Miskin (rec.) beat H. G. S. Hughes-Jones (rec. 1/6), 6-3, 6-2; L. Forster (rec. 5/6) beat Dr. W. L. Thomas (rec. 3/6), 6-2, 6-2.

Yesterday's Results.

Passengers and crew of the Ihlung praised Captain Thorneycroft of the Ihlung, who turned his craft over to another, and volunteered to bring down the Mantis in six feet of water, when Chinese pilots tried to hold her in Chungking. According to reports, had it not been for Captain Thorneycroft's nautical skill and knowledge of the river the convoy could not have left. At places in the rapids where they ran as high as 18 knots an hour, the Mantis had less than 20 ft. on her beam, but the river captain navigated her to perfection. The British Vice-Admiral at Hankow, it is reported, thanked Captain Thorneycroft for his invaluable services, while the American authorities expressed their appreciation.

EXCITING TIMES.

LATEST NEWS FROM UP RIVER.

DIFFICULT PILOTING WORK.

The str. Ihlung arrived in Shanghai from Chungking at noon on Sunday last with a passenger list of 60, including British and American missionaries, with a sprinkling of German, Russian and Danish refugees and one Norwegian. As usual the boat was overcrowded and the majority of the men had to sleep on deck. At Kiukiang the vessel picked up four British and American women who had come out from Nanchang.

The Ihlung left Chungking on March 31, and 90 Japanese, 10 or 15 French, other Swiss and German nationals are leaving the city as soon as transportation can be provided. Six ships left together in order. Ihlung, H.M.S. Mantis, Shuting, H.M.S. Teal, Yukung and H.M.S. Widgeon. The Ihlung was the only one however, to arrive yesterday, the remainder waiting at Hankow and ports to bring others from the hinterland.

PRAISE FOR PILOT.

Passengers and crew of the Ihlung praised Captain Thorneycroft of the Ihlung, who turned his craft over to another, and volunteered to bring down the Mantis in six feet of water, when Chinese pilots tried to hold her in Chungking. According to reports, had it not been for Captain Thorneycroft's nautical skill and knowledge of the river the convoy could not have left. At places in the rapids where they ran as high as 18 knots an hour, the Mantis had less than 20 ft. on her beam, but the river captain navigated her to perfection. The British Vice-Admiral at Hankow, it is reported, thanked Captain Thorneycroft for his invaluable services, while the American authorities expressed their appreciation.

POSTAL COMMISSIONER'S STORY.

Mr. E. F. S. Newman, Commissioner of Posts in Chungking, who arrived yesterday, told a representative of the N. C. Daily News, of the down trip, as follows:—"We could not leave when we wanted, because of the action of the Chinese pilots, who refused to take the Mantis. Captain Thorneycroft, however, took her over and we started at day break of March 31.

"In the rapids Chinese on shore fired at the Shuting. The Teal replied with machine guns and her heavy guns. There were no casualties in the convoy, but there must have been about 20 or 30 on shore. "At Ichang there was a big demonstration against Japanese and other foreigners. No one was permitted to leave the ships. Natives crowded round the ships and tried to persuade the crews to desert, but as they had their wives and families on board, they refused, choosing the foreign protection. We left at dawn on April 5.

"We got to Hankow on Thursday. Conditions there are very bad. The Nationalist Army had besieged the Japanese Concession. They placed three-inch guns and machine guns on the outskirts. No one was permitted to leave the ships. Natives crowded round the ships and tried to persuade the crews to desert, but as they had their wives and families on board, they refused, choosing the foreign protection. We left at dawn on April 5.

"The message came too late, however, for the 8th Military Train from Shanghai to Nanking had already passed through the Henglin Station and there was no available method of stopping the on-rushing train and preventing the inevitable crash.

The military train struck the uncoupled wagon with terrific force, completely derailing the front wagon and smashing the front end. As soon as news of the wreck was received requests for relief were telegraphed to Changchow Station and a relief train was hurriedly sent out. Workers accompanied the train and the line was speedily cleared of the wreckage and the injured cared for. One special train carried a number of injured to Changchow, and others were later brought to Nanking. A inquest is to be held in reference to the five dead.

"H.M.S. Veteran certainly raised havoc with the shore battery near Chinkiang," added Mr. Newman. "We saw the debris of huts and gun emplacements—the Chinese had six 6-inch guns mounted there, but they could not stand up to the battery of sixes which H.M.S. Veteran turned on them. The Kiangyin Forts, to all intents and

GIRL CHORUS OF H.M.S. DESPATCH.



The above photograph of the Girl Chorus of H.M.S. Despatch Concert Party, which recently presented the sketch "Molly Keane," shows how well the sailors managed to look the part. (Photo: A. Hing).

HAPPY DAYS

Get ready for the joyous Bathing Season by selecting a smart costume now—they are just in. :-:-:-



PRICES RANGE

FROM

\$5.50 to 17.50



MENS WEAR STYLISTS.

NICARAGUAN REVOLT.

TIMBER CONCESSIONS TO BE SAFEGUARDED.

Washington, April 14.

Admiral Latimer, the commander of the United States forces in Nicaragua, has advised the State Department that the representatives of the Conservatives and Liberals in Nicaragua have signed an agreement safeguarding foreign lumber companies and stipulating that none of the lumber plants shall be molested by either of the Nicaraguan factions.

The employees will not be molested nor the timber concessions commandeered.

An American naval officer witnessed the agreement, any disputes concerning which will finally decide.—*Reuter's American Service.*

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 08, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00

Paid-Up Capital Frs. 68,480,000.00

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HAI PHONG HANOI
HANKOW HANOI
HANOI HANOI
MENGKEE YUNNAN
NAN LINH

BRANCHES:

FRANCE: Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays de la Loire, National Provincial and United Bank of England, Ltd., Comptoir National d'Escompte de Paris, Credit Lyonnais, Paris.

UNITED STATES: J. P. Morgan & Co.

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REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
"RHEXON" 19th Apr. Miles, London, R'dam, H'burg & Hull
"HECTOR" 4th May. Marseilles, London, R'dam & Glasgow
"CALCHAS" 17th May. Marseilles, London, R'dam & H'burg
"AENEAS" 31st May. Marseilles, London, R'dam & Glasgow
*Call at Casablanca.

LIVERPOOL SERVICE
"NINGOHOW" 15th Apr. Genoa, Havre, Liverpool & Glasgow
"KEEMUN" 15th May. Genoa, Havre, Liverpool & Glasgow
"THESEUS" 29th June. Genoa, Havre, Liverpool & Glasgow
"OANFA" 29th July. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE
via KOBE & YOKOHAMA
"TYNDAREHS" 27th Apr. Victoria, Vancouver & Seattle
"PROTEUS" 19th May. Victoria, Vancouver & Seattle

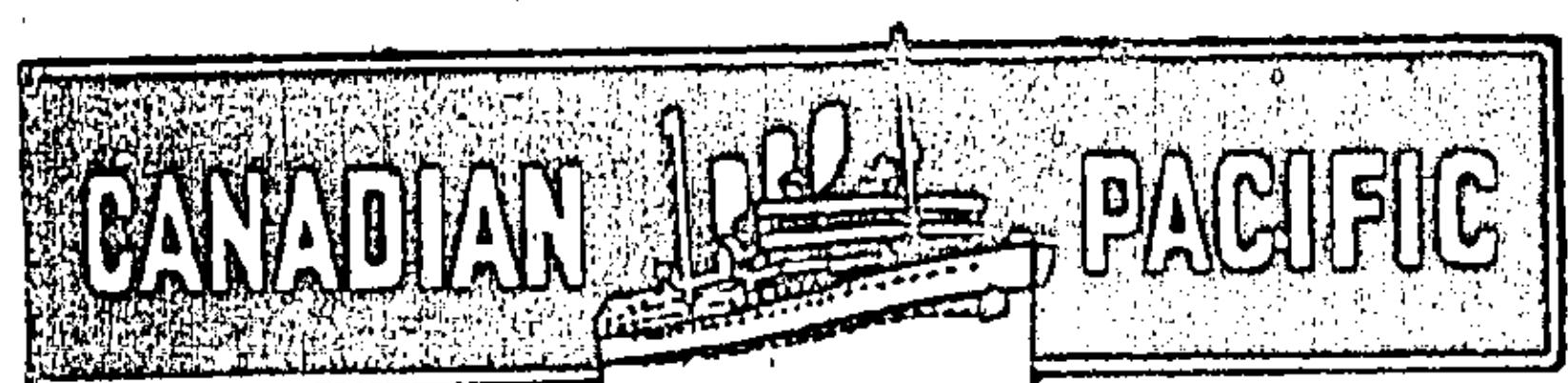
NEW YORK SERVICE
"BUMAUS" 6th May. New York, Boston & Baltimore
"ELPENOR" 5th June. New York, Boston & Baltimore

PASSENGER SERVICE
"HECTOR" 4th May. Singapore, Marseilles & London
"AENEAS" 31st May. Singapore, Marseilles & London
"SARPEDON" 24th June. Singapore, Marseilles & London
"PATROCLUS" 27th July. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passenger rates and information apply to:

Butterfield & Swire,
Agents.



QUICKEST TIME ACROSS THE PACIFIC
TO VICTORIA & VANCOUVER.

SAILINGS 1927.
STEAMERS Hongkong Shanghai Kobe Yokohama Vancouver Arrive
EMPEROR OF RUSSIA Apr. 20 Apr. 23 Apr. 26 Apr. 29 May 8
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EMPEROR OF ASIA July 11 July 15 July 19 July 22 July 31
EMPEROR OF CANADA Aug. 4 Aug. 5 Aug. 9 Aug. 12 Aug. 21
EMPEROR OF RUSSIA Aug. 24 Aug. 27 Aug. 30 Sept. 2 Sept. 11
EMPEROR OF ASIA Sept. 14 Sept. 17 Sept. 20 Sept. 23 Oct. 2
(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

RAILWAY TRAVEL DE LUXE

THE TRANS-CANADA LIMITED.

The longest-distance all-sleeping car train on the North American Continent, offers a through unbroken service between the Pacific and Atlantic with no change of cars.

VANCOUVER TO TORONTO 83 HOURS 10 MINS.

VANCOUVER TO MONTREAL 88 1/2 HOURS.

THE MOUNTAINEER.

A daily solid through train of coaches, standard sleeping cars, dining cars and compartment observation sleeping car.

VANCOUVER TO CHICAGO 83 1/2 HOURS.

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES
PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.762, Cable: "GACANPAC." Freight and Express: Tel. C.42, Cable: "NAUTILUS."

HOLLAND EAST ASIA LINE
OF THE
United Netherlands Navigation Company

Regular four-weekly service between Japan, Vladivostock, China, Hongkong, Manila, Singapore
AND
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen, North Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. SALABANGKA 15th May.
S.S. OLDEKERK 13th June.
S.S. GEMMA 10th July.

Arrivals From Europe.

S.S. OLDEKERK 3rd May.
S.S. GEMMA 30th May.
S.S. ZOSMA 27th June.

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May 4	Seattle	Aquitania	May 31	C'brg-S'hampta June 17
May 10	San Francisco	Leviathan	June 11	C'brg-S'hampta June 23
May 18	Seattle	Ge. Washington	June 15	11pmth C'brg June 23
May 24	San Francisco	Majestic	June 25	C'brg-S'hampta July 1
June 1	Seattle	Berengaria	June 28	C'brg-S'hampta July 5
June 7	San Francisco	Olympic	July 6	C'brg-S'hampta July 15
June 15	Seattle	Aquitania	July 13	C'brg-S'hampta July 19
June 21	San Francisco	Homeric	July 23	C'brg-S'hampta July 29
June 29	Seattle	Mauritania	July 27	11pmth C'brg Aug. 3
July 5	San Francisco	Majestic	Aug. 6	C'brg-S'hampta Aug. 12

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PRESIDENT GRANT Wednesday, May 18th

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TO MANILA.

PRESIDENT MCKINLEY Monday, Apr. 18th 6.00 p.m.

PRESIDENT ADAMS Tuesday, Apr. 26th 8.00 a.m.

PRESIDENT JEFFERSON Tuesday, Apr. 26th 6.00 p.m.

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From Macao 2.00 p.m. "SUI AN" 5.30 p.m. "SUI TAI"

Sunday 24th April

From Hongkong 8.00 a.m. "SUI AN" 9.00 p.m. "SUI TAI"

From Macao 4.30 p.m. "SUI TAI" 5.30 p.m. "SUI AN"

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KOREA MARU ... Monday, 18th Apr. at noon.

SHINYO MARU ... Sunday, 3rd May, at noon.

SIBERIA MARU (Calls Keelung) Sunday, 15th May, at 10 a.m.

*Calls Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama.

ANYO MARU ... Thursday, 28th Apr. at noon.

BOKUYO MARU ... Wednesday, 8th June.

MARSEILLES, LONDON ANTWERP & ROTTERDAM via Ports.

KATORI MARU ... Saturday, 23rd Apr. at 11 a.m.

ATSUTA MARU ... Saturday, 7th May.

KASHIMA MARU ... Saturday, 21st May.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Saturday, 23rd May at 11 a.m.

MISHIMA MARU ... Wednesday, 25th May.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU ... Saturday, 23rd Apr.

LISBON MARU ... Thursday, 5th May.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DAKAR MARU (Calls Saigon) ... Sunday, 15th May.

Buenos Aires via Singapore, Durban & Cape Town.

KANAGAWA MARU ... Saturday, 23rd April.

BOMBAK via Singapore & Colombo.

TOTTORI MARU ... Wednesday, 27th Apr.

RANGOON MARU ... Saturday, 30th Apr.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Thursday, 21st Apr.

MORIOKA MARU ... Sunday, 1st May.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Saturday, 23rd April.

SHANGHAI, KOBE & YOKOHAMA.

MURORAN MARU (Moji direct) ... Sunday, 17th Apr.

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TAIPEI	8th July	15th July

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ALIPORE	5,273	April	S'pore P'ang Ch'oe & B'bay
MALWA	10,980	30th April	Marseilles & London
DELTA	8,097	3rd May	Singapore, C'ba & London
NELLORE	6,853	11th May	S'pore, P'ang, C'ba, B'bay & Karachi
LAHORE	5,252	11th May	Marseilles, L'don & A'werp

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TALMA	10,000	24th April	S'pore, Penang & Calcutta
TILAMA	10,000	29th April	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From	Destination
ARAFURA	6,000	29th April	Manila, Sandakan, Thurs.
TANDA	6,956	3rd June	Island, Townsville, B'bane
ST. ALBANS	4,500	1st July	Sydney and Melbourne.

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The New Zealand Shipping Co.'s Steamers or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

	Tons	From	Destination
KHIVA	9,135	17 Apr. 10 a.m.	Shanghai, Moji & Kobe
JEYPORE	7,648	18 Apr. 6 a.m.	Shanghai, Moji & Kobe
NYANZA	7,023	19th Apr.	Shanghai, Moji & Kobe
SANTHIA	7,754	22nd Apr.	S'hai, Moji, Kobe & Osaka
MOREA	10,953	29th Apr.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

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Steamship "CARNARVONSHIRE" ... 12th May.
Motor Vessel "GLENSHIEL" ... 26th May.
Steamship "PEMBROKESHIRE" ... 9th June.

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S.S. "CITY OF DUNKIRK" ... via Suez Canal 22nd April.
S.S. "EUMAEUS" ... via Suez Canal 8th May.
S.S. "CITY OF DERBY" ... via Suez Canal 22nd May.
S.S. "ELPENOR" ... via Suez Canal 5th June.

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SAILINGS SUBJECT TO ALTERATION.

Destination: Steamer. Sailings.

STRAITS & Calcutta ... Kutsang Satur. 16th Apr. at 3.30 p.m.

TSINGTAU Swatow & S'hai Yatshing Sun. 17th Apr. at 7 a.m.

TIENTSIN ... Chipshing Mon. 18th Apr. at daylight

SINGAPORE ... Yuansang Mon. 18th Apr. at 3 p.m.

BANGKOK via Singapore Kwaishang Tues. 19th Apr. at 3 p.m.

OSAKA Amoy, Moji & Kobe Laisang Wed. 20th Apr. at 7 a.m.

STRAITS & Calcutta ... Suisang Satur. 23rd Apr. at 3 p.m.

TSINGTAU Swatow & S'hai Kwongsang Sun. 24th Apr. at 7 a.m.

TSINGTAU Swatow & S'hai Laisang Wed. 27th Apr. at 3 p.m.

STRAITS & Calcutta ... Namsang Thurs. 28th Apr. at 3 p.m.

TIENTSIN ... Chaohsing Fri. 29th Apr. at 7 a.m.

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THIS WEEK'S LOCAL WEDDING.



The above group photograph was taken at the wedding of Mr. V. L. A. Fairley, a Director of the B.A.T. (China), and Miss Mabel Pemberton, of Sydney, N.S.W., which took place at the Pea & Church on Monday. (Photo: Ming Yuen).

NO CRITICISM.

WHY HANKOW PAPERS
WERE CLOSED.

A FRANK CONFESSION.

In the course of a long communication to the *Canton Gazette* a special correspondent at Hankow dilates upon the closing down of the two foreign newspapers there, saying that the walk-out of the printers of the *Hankow Herald* and the *Central China Post* has been a topic of absorbing interest.

He proceeds:—"The walk-out occurred on Saturday, March 19th. Everything goes to show that it was as complete a surprise to officials here as it was to the newspaper proprietors. The first news brought to official sources concerning it was, in fact, brought by the newspaper editors themselves, protesting against it and asking for government action. The government officials, however, said they could not make the union men work if they did not wish to work.

It was at first believed that the Printers' Union proposed to make some demands on wages and conditions. This, however, did not prove the case. The Union on Monday issued a statement in which it declared that the reason for the walkout was the character of editorial and news articles being printed in the two papers. These articles, the statement declared, were against the best interests of the revolution and the Nationalist Government.

The Reason Given.

"Both of the papers are trying purposely to break the united force of the labour unions and the revolutionary people as a whole," the statement declares. "From what they have printed in their papers we know that they are being utilized by anti-revolutionists. For the sake of the revolution, therefore, we have decided to close these two papers. The Printers' Union of Wuhan is hereby notified and instructed to call a strike in the two plants at once."

Full responsibility for the strike lies with the General Labour Union of Hupeh, according to the Printers' Union statement. "The General Labour Union of Hupeh is wholly responsible for this action," the union declaration states. "During the period of strike the General Union will pay all the expenses of those who participate in the strike. After we received the order from the General Labour Union, a meeting of the printers of the two papers was immediately called and we unanimously voted to obey the order. Strike is hereby declared and the help of all patriotic Chinese is called upon. Unless our end is attained we will not resume work."

Criticism Resented.

A series of interviews amongst labour and party leaders here indicates this point of view: in such stressful times as these, with the Nationalists fighting everywhere, seeking with all their might to master a difficult situation here and on the fighting front; there can be no compromise with open counter-revolutionary criticism. The line of the two English-language papers these leaders look upon as plainly counter-revolutionary. The fact that the papers are in a foreign language and are owned by foreign capital, instead of lessening the offence serves to heighten it. These leaders take the line that these editors are, in a sense, guests here. It is not their country, but the country of the Chinese. Chinese are in control of this territory and they are not ready to suffer open criticism in Chinese territory.

ORGY OF LOOTING IN
KWEILIN.SCHOOLS AND RESIDENCES
WRECKED.REPLIES TO NANKING
NOTES.

(Continued from Page 1.)

Word to hand through telegrams and letters received at mission headquarters bring the startling announcement that at Kweilin on Tuesday, March 22, much valuable mission property belonging to the Church Missionary Society (British) the Southern Baptist Mission, (American) and the Christian and Missionary Alliance (American) has been destroyed by uncontrolled mobs, who wrecked the buildings, looted the residences and wantonly destroyed that which they did not want or could not carry away.

Work of Destruction.

The Church Missionary Society and Baptist Mission were visited first, where the crowd demolished doors, windows, and breakable parts of the building and furniture. Hospitals, schools, and chapels as well as missionary residences were wrecked. When the work of destruction had been completed at these two missions, the crowds started for the southern section of the city where the Alliance mission is located. The angry mob, over a thousand strong, surged through the long narrow streets like a pack of wolves, bent on loot and destruction.

Confusion Supreme.

When the crowd reached the premises confusion reigned. Each man in the motley throng was bent on loot and in crowds they rushed from building to building while destruction followed in their wake. The report states that all the buildings were badly damaged. The missionary residence was broken into, window and doors smashed, and everything that had been left there by the missionaries was either looted or destroyed.

CANTON ANTI-RED
COUP D'ETAT.

(Continued from Page 1.)

Fighting took place. Communications in the city were entirely suspended. The steamship wharves and the water-front were carefully guarded to prevent the "Reds" from making their escape.

At the same time special attention was given by the authorities to protect Shamen and Salkwan, and for many hours nobody was allowed to pass by the West Bund, Shamen, Sap Sam Hong and the Old West Gate.

Bombs Discovered.

By noon large numbers of wounded soldiers were seen to be carried into the city. It is understood that the "Reds" although surrounded, were still refusing to give up their arms.

The strikers from Hongkong and Shamen were also surrounded in the Ka Nam Buildings on the Tai Ping Maloo, the St. Paul's Building, near the French Cathedral, and other strikers' quarters. The other labour Unions under the Workers' Congress, were also raided and a large quantity of arms including bombs, were discovered. The Mechanics' Union and the labour unions under the Kwangtung Labour Union, which is the "Whites'" headquarters, were not affected.—*Nam Chang Pao*.

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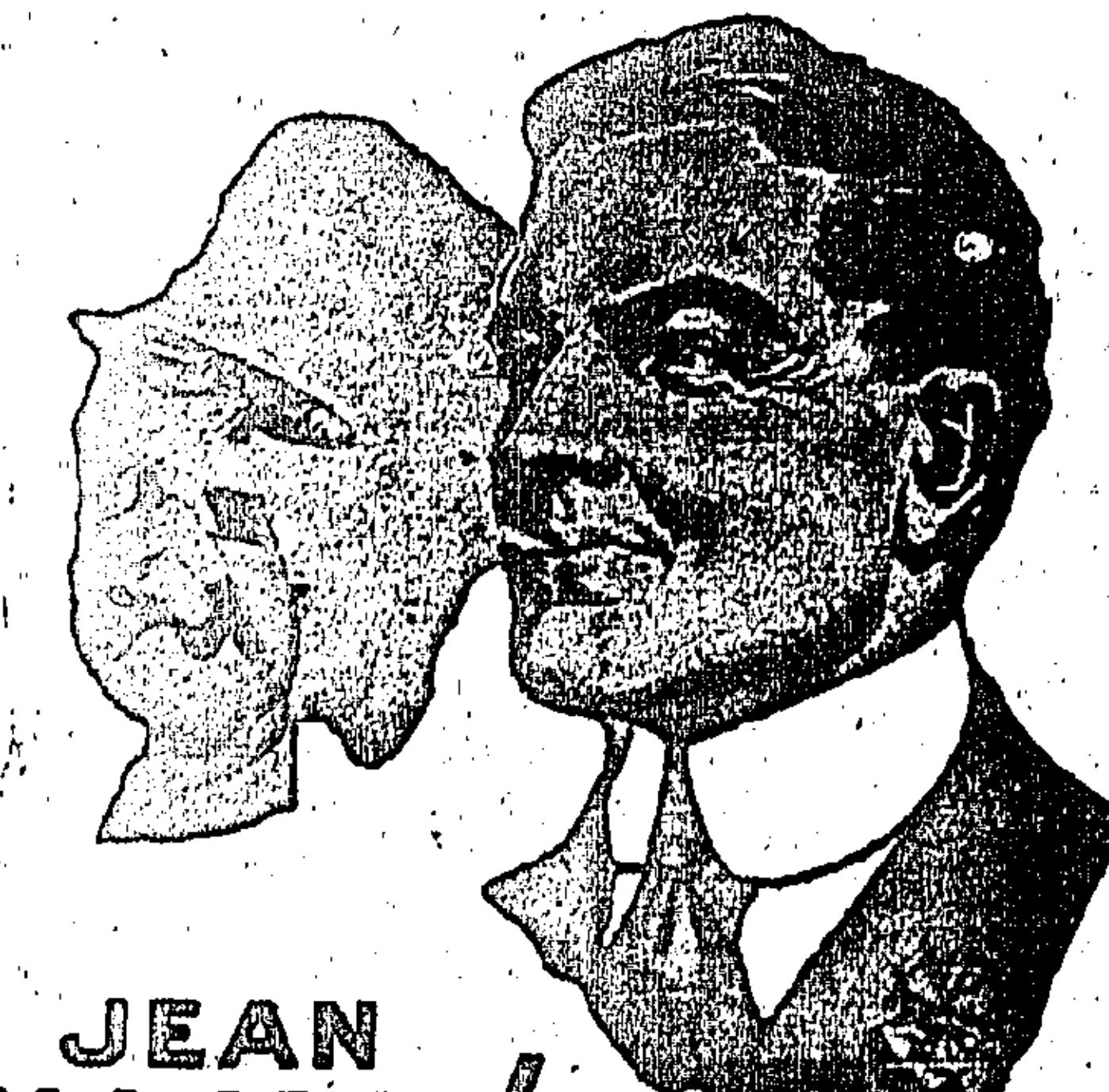
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